

GRAIN DEALERS JOURNAL

Vol. XLV. No. 7.

Chicago, Ill., U. S. A., October 10, 1920

Price \$2.00 Per Year. 15 Cents Per Copy

TAYLOR & BOURNIQUE CO.

Grain Merchants

MILWAUKEE, WISCONSIN

Private Wires All Offices

Fast and Efficient Service

Elevators:

Milwaukee, Chicago and Schneider, Indiana

2,500,000 Bushels

Western Branches:

Streator, Ill.
Sioux City, Iowa
Des Moines, Iowa
Fort Dodge, Iowa
Sioux Falls, S. Dak.

Eastern Branches:

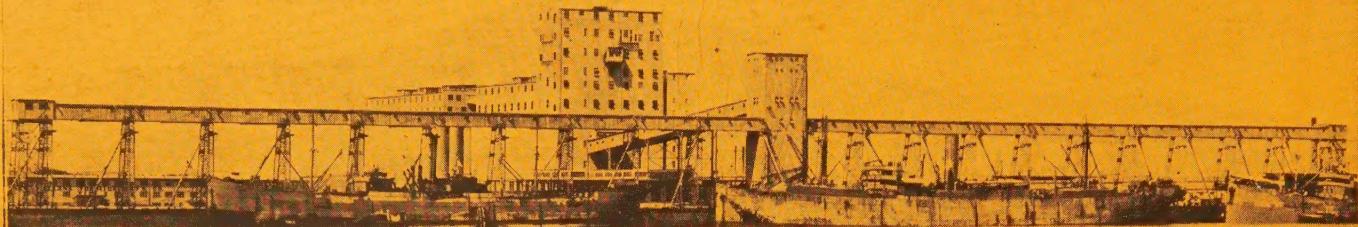
Chicago, Ill.
New York City.
Boston, Mass.
Philadelphia, Pa.
Buffalo, N. Y.

Track Bids—Sales to Arrive

Quality and Uniformity

Consign to us at

Milwaukee, Chicago or Schneider, Ind.



To The Man—

This message is directed to the man who does a large grain business and who is far sighted enough to see the great possibilities and opportunities in the export situation today.

The members of the New Orleans Board of Trade are optimistic with regard to the export demand during the coming months and they have great faith and confidence in the facilities of their port to properly handle this demand.

It is necessary for them to make many new grain firm connections to draw their grain supplies from interior markets. The field is open to you. Export your grain. Write for a New Orleans connection today. Perhaps you can help the New Orleans feed manufacturers and local grain men to supply their large feedingstuff demand. Better investigate.

Board of Trade Members:

MILAM-MORGAN CO., LTD.,

Receivers, shippers—mixed feed mfrs.

NATHAN & FETTIS,

Forwarding agents, export freight brokers

K. & E. NEUMOND,

Dealers and exporters in feed articles

W. L. RICHESON CO., INC.,

Export shipping, freight bkg. and fwdg.

CHAS. M. RODD & CO.,

Grain brokers and forwarding agents.

LANGENBERG HAY & GRAIN CO.,

Receivers, shippers, exporters

LUNHAM & MOORE,

Forwarding and freight brokerage

CHAS. R. MATTHEWS & BRO.,

Brokers, grain and grain products

GEO. B. MATTHEWS & SONS,

Receivers and shippers, feed mfrs.

ANDERSON & JACKSON, INC.,

Exporters of grain

R. J. BARR,

Grain exporter

J. T. GIBBONS,

Grain dealers, mixed feed mfrs.

PAUL R. KALMAN CO.,

Receivers, shippers, exporters

JAMES M. ROGERS,

Grain brokerage and forwarding.

ROYAL FEED & MILLING CO.,

Manufacturers of mixed feed.

JAMES THOMAS CO.,

Exporters and forwarders

J. S. WATERMAN & CO.,

Oyster shells, fine and medium

NEW ORLEANS—The Terminal Markets Market

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ALBANY, GA.

Bush, V. R., flour, feed, grain broker.
Georgia Commission Co., mdse. and grain brokers.
Martin & Co., Roy, broker, grain and feedstuffs.

ANNISTON, ALA.

Woodruff Feed Co., dealers grain, hay, feed.

ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.*
Moore-Lawless Grain Co., consigns., futures, pvt. wires.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.
Callaway Grocery Co., The, whsle., gro., grain, feeds.
Hinton & Co., O. R., mdse. and grain brokers.
O'Farrell Brokerage Co., flour, grain, hay, mxd. fds.*
Pitner & Beusse, grain and merchandise brokers.*
Steedman, Wm. B., grain, feed broker.*
Webb Brokerage Co., grain, flour, feed specialty.
Wier Feed & Grain Co., whsle., grain, feed, flour.

ATLANTA, GA.

Commercial Exchange Members.
Brooke & Co., T. H., grain, hay, flour, c/s pdts.*
Fain Grain Co., W. L., flour, feed, field seeds.*
Gregg & Son, J., wholesales brokers, grain, hay.*
Leonard & Sons, J. T., feedstuffs, mdse. brokers.
Martin, Theo. W., broker, grain, flour, hay, mxd. feed.
Smith, Edward E., broker, grain, hay, flour, mxd. feed.
Taylor Commission Co., c/s meal, c/s hulls, fertilizer.

AUGUSTA, GA.

Board of Commerce Members.
Clark Milling Co., dealers grain & feedstuffs.*
Craaston & Co., A., brokers, grain, hay, feed.
Dunbar & Co., H. S., grain, hay, feed, flour, brokers.
Eve & Co., H. C., grain, grain pdts., mdse., brokers.
Fletcher & Co., W. W., brokers, hay, grain, flour, feed.
Hinson, O. W., broker, grain, feed, flour, hay.*
Lamb & Hollingsworth, brokers, grain, flour, feed.*
Robinson Co., P. F., brokers, feed, grain, flour, hay.

BALTIMORE, MD.

Chamber of Commerce Members.
Baltimore Grain Co., grain receivers, exporters.*
Baltimore Pearl Hominy Co., corn products.*
Blackburn & Co., C. P., grain receivers, exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*
Wack & Co., Henry E., grain, hay, feeds.*

BESSEMER, ALA.

Curry & Co., J. C., feedstuffs, flour, meal.

BILLINGS, MONT.

Soule, Ralph W., grain and feed broker.

BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.*
Ceil Brokerage Co., grain, hay, millfeed brokers.*
Cosby Flour & Grain Co., W. M., grn., flour crn. ml.*
Gulce, Edward T., flour, grain, feed broker.
Hemphill & Co., R. C., mdse. & grain brokers.
Montgomery Brokerage Co., grain, gr. pdts., hay, mdse.
Morgan & Co., B. C., broker grain, feed, flour, hay.*
Ramsey & Co., J. E., mdse., grain, feed, flour broker.
Southeastern Brokerage Co., grain, hay, feed.
Sunny South Grain Co., mfrs., mxd. fd., ctn. sd. ml.
Tennessee Mill & Feed Co., feedstuffs.
Western Grain Co., mfrs., mxd. feed, crn. meal, grits, gr., hay.*
Wood-Crabbe Grain Co., mfrs., crn. ml. grits., gr., hay.

BLOOMINGTON, ILL.

Hasenwinkle Grain Co., cash and futures.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.
Bensaquin, Matthew D., grain brokerage, commission.*
Jaqith, Parker, Smith & Co., wheat, barley, milo.*

BRUNSWICK, GA.

McKinnon, Malcolm B., grain, hay, feed, produce.
Ogg, C. D., mdse., grain & feedstuffs.
Taylor, C. A., grain, hay, feed broker.

BUFFALO, N. Y.

Corn Exchange Members.
Armour Grain Co., grain merchants.*
Bruso, O. A., grain—strictly brokerage.
Burns Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Davis, Inc., A. C., grain.*
Dooley-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Gee-Lewis Grain Co., barley and rye.*

*Member Grain Dealers National Association.

BUFFALO (Continued)

Globe Elevator Co., receivers & shippers.*
Harold, A. W., grain, barley a specialty.
McConnell Grain Corporation, commission merchants.*
McKillop, Inc., J. G., receivers and shippers.
Kennedy & Co., Chas. wheat a specialty.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.
Seymour-Wood Grain Co., consignments.*
Townsend Ward Co., The, consignments.*
Urmston Grain Co., grain commission.*
Watkins Grain Co., consignments.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Commission Co., consignments.*

Halliday Elevator Co., grain dealers.*

Thistledown & Co., grain and hay.

CARROLLTON, MO.

Claiborne Commission Co., commission merchants.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*

Gifford Grain Co., grain and grain products.*

King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Grain Exchange Members.

Bagley & Semmes, hay, grain and feed brokers.

Chattanooga Feed Co., grain, feed, hay, cowpeas.

Harbin, A. D., hay, grain and mill feeds.

Hood Feed Co., flour, feeds, field seeds.

Lookout Brokerage Co., grain, feeds, mdse.

Tennessee River Mfg. Co., corn buyers, corn meal mfrs.

Thomasson & Co., J. T., grain, hay, feed.

Winer Feed Co., food, seed.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*

Armour Grain Co., grain buyers.*

Bailey & Co., E. W., grain commission merchants.*

Bartlett-Frazier Co., grain merchants.*

Brennan & Co., John E., grain commission merchants.

Bridge & Leonard, commission merchants.*

Cartbar Code Harwood Co., grain commission.*

Dole & Co., J. H., grain and seeds.*

Freeman & Co., Henry H., grain, hay, straw.

Gerstenberg & Co., commission merchants.*

Hales & Hunter Co., grain merchants.*

Harris, Winthrop & Co., grain commission.*

Hitch & Carter, commission merchants.

Hoit & Co., Lowell, commission, grain and seeds.

Lamson Bros. & Co., consignments solicited.*

Levins & Co., F. S., grain and provisions.*

McKenna & Dickey, commission merchants.*

Mumford & Co., W. R., grain, hay, millstuffs.*

Norris Grain Co., grain merchants.*

Northern Grain & Warehouse Co., grain receivers.

Paynter, H. M., grain and field seeds.

Perrine & Co., W. H., grain and commission.*

Pope & Eckhardt Co., grain and seeds.

Press & Co., W. G., grain, provisions, stocks, etc.

Quaker Oats Co., buyers of grain.

ReQuo Bros., wheat a specialty.

Rosenbaum Bros., receivers, shippers.*

Rothschild Co., Moses, receivers and shippers.

Rumsey & Co., grain commission.*

Schiffin & Co., P. H., commission.*

Shaffer Grain Co., J. C., grain merchants.*

Simons, Day & Co., grain merchants.

Somers, Jones & Co., grain and field seeds.*

Thayer & Co., C. H., receivers-shippers.*

Updike Grain Co., consignments.*

Leland & Co., E. F., grain and seeds.*

Levins & Co., Harry A., cash grain only.

CINCINNATI, O.

Grain & Hay Exchange Members.

Bingham-Scholl Co., grain merchants.*

Early & Daniel Co., grain, hay, feed.

Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*

Cleveland Grain Co., The, receivers and shippers.*

Gates Elevator Co., The, receivers and shippers.*

Lake Shore Elevator Co., grain and feed.*

Sheets Elevator Co., The, grain, hay, straw.*

Shepard, Clark & Co., grain merchants.*

Star Elevator Co., receivers, grain, hay, straw.*

Strass & Co., H. M., receivers, shippers hay & grain.*

Union Elevator Co., The, grain and hay.*

COFFEYVILLE, KANS.

Claiborne Commission Co., commission merchants.*

COLORADO SPRINGS, COLO.

Robinson-Hunt Grain Co., grain, hay, seeds, beans.

COLUMBUS, GA.

City Mills Co., soft wheat, corn, millers.*

Dexter & Hamburzer, grain, hay, feed, flour brokers.*

Joseph Co., Dan, grain, grain products.*

Watkins & Co., L. C., mdse. and grain broker.

CRAWFORDSVILLE, IND.

McCardle-Black Co., grain commission merchants.

CULLMAN, ALA.

Ponder & Kelley, grain, feed, gen'l mdse.

DALLAS, TEX.

E. A. Johnson Co., grain and flour brokers.

Rothschild Co., S., grain, c/s products, b/c b/p.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ALA.

Lyle-Taylor Grain Co., whsle. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Mfg. Co., The, grain and hay.

Best & Co., J. D., corn, oats, barley.

Conley-Ross Grain Co., The, grain and beans.

Crescent Flour Mills, The, wheat, corn, oats.*

Denver Elevator, We buy and sell grain and beans.

Elder Grain Co., F. W., "Always Working."

Flanley Grain Co., wholesale grain.

Gallagher Grain Co., grain merchants.*

Hungarian Flour Mills, wheat, corn, oats, etc.

Kellogg Grain Co., O. M., receivers and shippers.*

McCaull-Dinsmore Co., wholesaler and commission.*

Moore-Lawless Grain Co., private wires to all markets.*

O'Donnell Grain Co., wholesale grain.*

Phelps Grain Co., T. D., wholesale grain.*

Scott-George Grain Co., receivers and shippers.*

Summit Grain & Coal Co., wheat, corn, oats, rye, barl.*

Thompson Merc. Co., The W. F., wholesale hay.

Warwick Grain Co., buyers & sellers all kinds of grain.

DES MOINES, IOWA.

Board of Trade Members.

Anderson Co., D. L., grain merchants.

Bartz & Co., W. H., grain merchants.*

Central Iowa Grain Co., consignments.*

Des Moines Elevator & Grain Co., buyers a specialty.

Iowa Grain Co., receivers and shippers.

Lockwood, Lee, grain, millfeed broker.

Marshall Hall Grain Co., grain commission.

Mid-West Consumers Grain Co., grain merchants.

Perrine & Co., W. H., commission merchants.

Taylor & Patton Co., corn and oats.

Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*

Huston, C. R., grain, hay consignments a specialty.

Lichtenberg & Son, oats, corn, hay, straw.

Simmons & Co., F. J., grain and hay.*

Swift Grain Co., consign or ask for bid.*

DUBLIN, GA.

Barton, J. W., commission merchant.

Farmers Co-op. Elvtr. & Mills, grain and feed.*

Peacock, R. T., broker.

Pope, J. T., flour and corn miller.

Smith Brothers, brokers, mdse., grain, feedstuffs.

Walker, C. L., merchandise broker.

DULUTH, MINN.

Board of Trade Members.

Mitchell Co., W. C., grain commission.*

White Grain Co., shippers all grains.*

FLOYDADA, TEXAS.

Marshall Grain Co., shippers of milo.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

McCardle-Black Co., grain commission merchants.

GADSDEN, ALA.

Alabama Brokerage Co., grain, feed, hay, fr., mdse.

Gadsden Brokerage Co., feed, fr., hay c/s pdts.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENVILLE, MISS.

Lyle & Lyle, whsle. grain, hay, feedstuffs.

GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

GULFPORT, MISS.

Corso & Runfalo, gro., grain, feed, flour, hay.

Gulfport Grocery Co., gro. grain, fd., fr., etc.

Howie & Co., J. B., bks., grain, fd., fr., hay.

HAMMOND, IND.

Nowak Milling Corp., "Domino Feeds."

HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill pdts.*

Koehler-Twidaile Elevator Co., grain dealers.*

Moritz Grain Co., C., wholesale grain.

Sexson, C. R., grain.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HATTIESBURG, MISS.

Bobo & Co., W. E., bkrs., mdse., grain, hay, fd., fr. McLain & Co., A. S., grain, feed, mdse. broker. Merchants Grocery Co., whsle. grocers, grain, fd., fr.

HAVANA, CUBA.

Smith Co., C. E., gen'l brokers—Jacksonville, Miami.*

HOUSTON, TEX.

Beatty-Archer Co., grain brokers.* Gulf Grain Co., grain, hay, millfeed.*

Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Ayres Grain Co., grain merchants.* Beyer Grain Co., consignments, mill orders.

Central Grain Co., The, buyers for mills.

Davidson Grain Co., receivers and shippers.

Farmers Co.-Op. Com. Co., commission merchants.

Gano Grain Co., grain merchants.

Goff & Carkener, private wire.*

Graves & Co., T. H., grain merchants.

Hausam-Bateman & Co., grain buyers and sellers.

Hayes Grain Co., John, grain merchants.

Hinman-Yates Grain Co., receivers & shippers.*

Hutchinson Grain Co., grain merchants.

Hutchinson Term. Elvtr. Co., consignments.*

Kelly Milling Co., Wm., millers of hard wheat.

Jay Hausam & Company, grain merchants.

Jennings Grain Co., C. D., consignments.*

Kansas Grain Co., buyers and sellers.

Larabee Flour Mills Corp., hard wheat millers.

McClure Grain Co., J. B., buyers and sellers.*

Oswald Grain Co., dark hard turkey wheat, specialty.

Pettit Grain Co., L. H., grain merchants.

Prairie Grain Co., buyers & sellers milling wheat.

Reno Flour Mills Co., millers and grain dealers.

Rock Milling & Elevator Co., receivers and shippers.

Russell Grain Co., commission merchants.

Southwest Grain Co., receivers and shippers.

The Security Ele Co., receivers, shippers milo kafir.

Union Grain Co., grain merchants.

HUNTSVILLE, ALA.

Huntsville & Decatur Bkg. Co., dlsrs. gr. & gr. pdts.

Lyle & Lyle, whsle. grain, hay, feedstuffs.

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevator & Feed Co., receivers and shippers.

Bingham-Hewett-Scholl Co., grain merchants.*

Boyd Grain Co., Bert A., strictly brokerage & com.*

Cleveland Grain Co., grain commission.

Evans Grain Co., W. R., commission and brokerage.*

Goldberg Grain Co., consignments.*

Hayward-Rich Grain Co., grain commission.*

Hill Grain Co., The Lew, commission & brokerage.

Hoosier Grain Co., consignments only.

Kendrick & Sloan Co., Inc., grain and hay.

Kinney Grain Co., H. E., receiver and shipper.*

McCardle-Black Co., grain merchants.

Menzie Grain & Rkg. Co., Carl D., grain commission.*

Mercants Hay & Grain Co., hay, grain, mill feed.*

Montgomery & Tompkins, receivers and shippers.

Shotwell & Co., C. A., grain & hay.

Steinhart Grain Co., commission and brokerage.*

Urmon Grain Co., receivers and shippers.*

Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.*

Stockbridge Elvtr., track buyers, sellers, gr. & sds.

Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Aviston Flour Co., feed mfrs. whl. flour, grain.*

Brittain & Co., P. L., mer. bkrs., dlsrs. hay, gr., mill pdts.

Green, R. H., whsle. grocers, pdce, grain, mill feed.

Nall & Co., A. S., grain brokers.

Royal Feed & Mfg. Co., mixed feed mfrs.*

JACKSONVILLE, FLA.

Baker Co., A. S., brokers, grain, feedstuffs, mdse.

Florida Gr. & Elvtr. Co., corn and oats.

Howard Grain Co., whsle. dealers, grain, hay, flour.*

Hulsey-Bessent Co., hay, grain, produce brokers.

Hunt Co., C. C., brokers, grain, feed, hay, flour, mdse.

Savage & Redavats Co., merchandise & grain brokers.

Smith Co., C. E., gen'l brokers, Havana & Miami.*

Wilson & Parker Co., brokers, grain, feed, hay, etc.*

JASPER, ALA.

Acuff, J. D., buyer white milling corn.

Robins, J. H., grain, hay, feed, flour broker.

KANSAS CITY, MO.

Board of Trade Members.

Alfalfa Grain Pdts. Co., everything in the feed line.

Beyer Grain Co., consignments.

Bruce Bros. Grain Co., consignments.

Christopher & Co., B. C., kafir, feterita, milo.*

Clairborne Commission Co., commission merchants.*

Davis Grain Co., A. C., grain commission.

Denton Kuhn Grain Co., consignments.*

Dilts & Morgan, consignments.*

Ernst Davis Grain Co., commissions.*

Federal Grain Co., receivers, shippers.*

Frisco Elevators Co., grain merchants.*

Goffe & Carkener, receivers and shippers of grain.*

Hall-Baker Grain Co., consignments.

Hinds Grain Co., The, receivers, shippers.*

Hipple Grain Co., feterita, kafir, milo.

Larabee Flour Mills Corp., The, mfrs. "Larabee Best."

Logan Bros. Grain Co., receivers and shippers.*

Masters Brokerage Co., H. S., flour, millfeed, grain.

Mensendieck Grain Co., consignments.*

Miller Grain Co., S. H., consignments.

Moore-Lawless Grain Co., grain receivers.*

Moore-Seaver Grain Co., receivers and shippers.*

KANSAS CITY (Continued)

Moritz & Co., C., consignments.

Norris Grain Co., grain merchants and exporters.

Parker Corn Co., corn, oats, kafir, milo.*

Roahen Grain Co., E. E., consignments.

Root Grain Co., consignments and futures.*

Scoular Bishop Grain Co., receivers and shippers.*

Shannon Grain Co., consignments.

Simonds, Shields, Lonsdale Grain Co., grain.*

Stevenson Grain Co., buyers and sellers.*

Terminal Elevators, receivers, shippers.*

Twidale-Wright Grain Co., consignment futures.

Thresher Fuller Grain Co., grain commission.*

Western Grain Co., shippers (a specialty).*

KNOXVILLE, TENN.

Davis & Su Song Co., hay, grain, feed.*

Levy & Co., R. T., merchandise and grain brokers.

Security Mills & Feed Co., mfrs. of mixed feed.*

Smith & Co., J. Allen, flour, meal, feed.*

LEAVENWORTH, KANS.

Wilson-Legler Hay & Grain Co., branch at Kansas City.

LITTLE ROCK, ARK.

Grain Exchange Members.

Cunningham Commission Co., grain, corn products.*

Caple & Stockton, hay, grain, feed.

Darragh Company, hay, grain, mixed feeds.*

Davis, S. P., Est. 1893, grain, flour, cottonseed meal.

Farmer Wilson Co., brokers, hay, grain, mill feed.

Gordy Co., C. L., grain, brok., hay, grain, mill feed.

Hayes Grain & Commission Co., dealers in grain, hay.

Munn Brokerage Co., grain, hay, mill feed.*

Weinmann Milling Co., Grain, hay, mixed feeds.

Wilson Co., John R., grain brokers.

LIMA, O.

Grain Exchange Members.

Barstow Grain Co., W. T., recvs. and shprs. all grs.

Central Granaries Co., wheat, corn, oats, rye barley.

Cummings Grain Co., M. T., grain, seed, millfeed.

Ewart Grain Co., wheat, corn, oats, rye, barley.*

Foster Grain Co., receivers and shippers.

Gooch Milling & Elvtr. Co., flour, feed, macaroni pdts.

Lincoln Grain Co., grain merchants.*

Nebraska Corn Mills, meal, pearl hominy, corn, flour.

Paul, John M., grain broker.

Western Feed Dealers Supply Co., hay, gr., millfeeds.

Wright-Leet Grain Co., receivers and shippers.

LOS ANGELES, CALIF.

Pacific Grain & C. S. P. Co., grain & c/s meal.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*

Callahan & Sons, receivers and shippers of grain.*

Edinger & Co., grain, hay, flour.

Farmer & Sons, Oscar, hay, grain and feeds.*

Fruechtenicht, Henry, grain, feed, hay.

Kentucky Public Elevator Co., storers and shippers.*

Schuff & Co., A. C., specialty white mlg. corn, wh. wh.

Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MACON, GA.

Dorsett Co., W. C., brokers, grain feed, flour.

National Milling Co., mfrs. mixed feed.

Mott Brokerage Co., hay, grain, flour, feed broker.*

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

MEMPHIS, TENN.

Merchants Exchange Members.

Anderson, Embrey E., grain, hay, ear corn specialty.*

Browne, Walter M., broker & com., consignments.*

Buxton, E. E., broker and commission merchant.*

Cereal Byproducts Co., everything for mixed feeds.

Clark-Purkle & Co., grain and hay.*

Cook, L. P., receiver and shipper.

Davis & Andrews Co., grain, mixed feed.*

Delta Flour & Feed Co., flour, feed, meal, grains.

Denyen & Co., brokers and commission.*

Edgar-Morgan Co., mixed feed manufacturers, grain.

Hasenwinkle, H. J., consignments.

Horton & Co., J. B., grain dealers.

International Sugar Feed No. 2 Co., mfrs. swt. mx. fd.

Jones, Lee D., grain dealers.*

MACON, GA.

Lovitt Co., L. B., cotton seed and peanut products.

Marks & Anderson, wholesale grain, hay, mixed feed.

Memphis Milling Co., high grade mixed feed.*

National Brokerage Co., flour, grain, feed brokers.*

Mississippi Elevator Co., grain dealers, feed mfrs.*

Nessly Co., J. L., broker, com., alf. meal, molasses.*

Patteson & Co., G. E., mfrs., mixed feed, grain.*

Pease & Dwyer, grain, mixed feed.*

Riverside Elevator & Warehouse, broker & whose man.

Royal Feed & Milling Co., mixed feed manufacturers.

Scruggs-Robinson Co., Co., com. mer., consignments.*

Sessum Coal & Grain Co., grain, mixed feed.

MERCER, MO.

Tate & Co., J. E., wholesale grain dealers.

U. S. Feed Co., grain, hay, mill feed.*

Wade & Sons, Inc., John, grain, feed, flour.*

MERIDIAN, MISS.

Board of Trade Members.

Alley, A. A., dealers & broker, grain and seeds.

Alley Grain Co., oats, corn, wheat, seeds.*

MERIDIAN, MISS.

Board of Trade Members.

Anderton & Co., W. A., whsle. brokers, gr., hay, fd.

MERIDIAN, MISS. (Continued).

Elkin-Henson Grain Co., gr. mxd. fd., hay, ctn. sd. pts.

George Co., The A. H., grain dlsrs. mxd. fd. mfrs.*

Gibson Brokerage Co., J. A., grain & mdse. brokers.

Harris, John H., grain and mdse. brokers.

Hayward & Scott, grain brokers & mfrs. agents.

Lyle Grocery Co., The Tom, who. gro., grain & hay.

Lyon & Co., A. J., whsle. gro., grain, feed.

Meridian Grain & Elvtr. Co., gr. dlsrs. mxd. fd. mfrs.

Meyer Bros., wholesale groc., grain, feed.

Smith Brokerage Co., grn., gr. pdts., hay, ctn. sd. pts.*

Sturgis Co., grain dealers, mixed feed mfrs.*

Threefoot Bros. & Co., whsle. grain, feed, fir., gro.*

Snowden Com. Co., grain, hay, rice brokers.

Tutt Grain Co., J. B., grain, fd., c/s products dlsrs.

Queen City Feed Co., grain, hay, flour, corn meal.

Winner-Klein & Co., whsle. gro., grain, feed.

MIDDLETON, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*

Bartlett & Son Co., L., grain com. merchants.

Bell Co., W. M., commission merchants.*

Blanchard Grain Co., grain receivers.*

Blanchard Grain Co., "Always Dependable."**

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NASHVILLE, TENN. (Continued)

Gillette Grain Co., The, operators steel elevator.* Hale & Sons, J. R., receivers and shippers.* Hermitage Elvtr. & Warehouse Co., public storage.* Jones & Co., Chas. D., receivers and shippers.* Kerr, S. S., receiver and shipper.* Liberty Mills, flour and feed.* Mero Mills, FLAVO FLour, feeds.* Nashville Grain & Feed Co., receivers and shippers. Nashville Roller Mills, self rising flour mfrs.* Nashville Warehouse & Elvtr. Co., public storage.* Neil Shofner Grain Co., receivers and shippers.* Rex Mill & Feed Co., grain and feeds.* Tate, W. R., receiver and shipper.* Tennessee Grain Co., receivers and shippers.* Tyner & Co., John A., corn, wheat, oats, seeds.* Wilkes & Co., J. H., grain flour feeds.* Worke & Co., R. H., grain feed, hay.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.* Barr, R. J., grain exporter.* Gibbons, J. T., gr. dealers, mixed fd. mfrs., exptrs. Kalman Co., Paul R., recrvs., shpr., exptrs. of grain. Langenberg Hay & Grain Co., recrvs., shpr., & exptrs. Lunham & Moore, forwarding & freight brokerage. Matthews & Bro., Chas. R., grain & grain pdts., brks. Matthews Sons, Geo. B., recrvs. & shpr., feed mfrs. Milam-Morgan Co., Ltd., recrvs., shpr., mx. fd. mfrs. Nathan & Feltis, fwdx. agt. & expt. fght. broker.* Neumond, Inc., K. & E., dtrs. & exptrs. in feed articles. Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg. Rodd & Co., Chas. M., gr. brokers & fwdx. agents. Rogers, James M., grain brokerage & forwarding.* Royal Feed & Mfg. Co., mfrs. of mixed feed. Thomas Co., James, exporters & forwarders. Waterman & Co., J. S., gr. flour & fd. bkr., fir. jobs.*

NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters. Brainard Commission Co., consignments.* Jones & Co., M. B., buyers—quote us.* Knight & Company, commission merchants.* Morey, L. A., grain. Schwartz & Co., B. F., commission merchants.* Therrien, A. F., broker.*

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Bennett & Co., Jas. E., gr. stocks, cotton, provisions.* Cherokee Grain Co., grain merchants.* Conyers Grain Co., grain merchants.* Coyle Co., The W. H., c/s pdts., grain, hay. Dustin Grain Co., grain, feed, seeds.* Lang Grain Co., J. H., prompt and efficient service.* Langenberg Bros. Grain Co., grain merchants. Maney Export Co., grain merchants. Marshall Grain Co., grain, feed, seeds.* Oklahoma Export Co., grain commission.* Okla. City M. & E. Co., grain merchants, millers.* Rutledge Grain Co., commission merchants. Perkins Grain Co., W. L., commission merchants.* Polson & Co., C. A., commission merchants. Stinnett Grain Co., grain merchants.* Stowers Grain Co., W. B., commission merchants.

OMAHA, NEBR.

Grain Exchange Members.

Adams-Reitz Grain Co., consignments. Butler Welsh Grain Co., grain merchants.* Carlisle Grain Co., S. S., consignments.* Cope & Kearny, grain commission. Crowell Elevator Co., receivers, shippers.* Holquist Elevator Co., receivers and shippers.* Kern Co., brokers and commission merchants.* Leopold-Briggs Grain Co., conscientious service. Maney Grain Co., The, consignments.* Merriam Commission Co., consignments.* Miller Wilson Grain Co., receivers and shippers. Oswald Delaney Grain Co., consignments. Roberts Grain Co., Geo. A., grain merchants. Rothschild Grain Co., corn and oats.* Stockham Grain Co., E., commission merchants.* Taylor Grain Co., brokers. Trans-Mississippi Grain Co., receivers and shippers.* United Grain Co., grain commission. Updike Grain Co., consignments.*

PALATKA, FLA.

Birdsey Commission Co., mdse. and grain brokers.

PARIS, ILL.

McCardle-Black Co., grain commission merchants.

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.* Cole Grain Co., Geo. W., receivers and shippers.* Conover Grain Co., E. B., grain commission.* Dewey & Sons, W. W., grain commission.* Feitman Grain Co., C. H., grain commission.* Luke Grain Co., grain commission.* McFadden & Co., G. C., consignments. McCreery & Son, J. A., wheat, corn, oats.* Miles, P. B. & C. C., grain commission.* Mueller Grain Co., receivers and shippers.* Slick, L. E., consignments solicited.

PEORIA, ILL. (Continued)

Turner Hudnut Co., receivers and shippers. Tyng Grain Co., commission merchants.* Worth-Gyles Grain Co., grain commission.

PENSACOLA, FLA.

Bonacker Bros., pkrs., gr., hay, feed, fir., c/s pdts. Consolidated Grocery Co., whsle gro. grain, produce. Gonzales Co., The M. F., gr., hay, feed, mfrs. crn. ml. Jones & Co., B., grain, hay, fir., mill feed brokers. Meador & Co., W. M., mdse. & grain brokers. Wagenheim Co., The I. E., bkr., mdse., gr., shorts, bn. Wolf, I., mdse., grain, feed broker.

PHILADELPHIA, PA.

Commercial Exchange Members. Delp Grain Co., E. E., grain and millfeeds.* Duhwoody Co., Ezl., flour, grain, feed.* Lemont & Son, E. K., wheat, corn, oats, flour, feed. Miller & Sons, L. F., grain, seeds, hay.* Richardson Bros., grain, flour, millfeeds.* Richardson, Geo. M., grain and feeds.* Rogers & Co., E. L., hay, straw, grain, feed.* Stites, A. Judson, grain & millfeed.* Young & Co., S. H., wheat, corn, oats.

PITTSBURGH, PA.

Members Grain and Hay Exchange. Allen & Co., H. S., grain & hay.* Elwood & Co., R. D., hay and grain.* Foster Co., C. A., grain merchants.* Geidel & Leubin, grain and hay. Hardman & Heck, grain, hay, millfeed.* Harper Grain Co., corn a specialty.* Heck & Co., W. F., grain, hay, millfeed.* Herb Bros. & Martin, grain and hay. McCaffrey & Sons, Daniel, hay & grain. McCague, R. S., grain, hay. Rogers & Co., Geo. E., grain & hay.* Smith & Co., J. W., grain merchants.* Walton Co., Samuel, grain and hay.* Young & Fisher, brokerage and commission.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, MAINE.

Casco Grain Co., wholesale, grain & feed. Doten Grain Co., The, grain, feed, flour. Maine Grain Co., grain, feed and flour. Paris Flouring Co., flour, grain and feed.*

PORTLAND, ORE.

Kerr, Gifford & Co., Inc., grain exporters.* Northern Grain & Warehouse Co., grain exporters.* Pacific Coast Elevator Co., grain.* Pacific Grain Co., grain exporters.* Tri-State Terminal Co., general grain and bags.*

PEUKESTON, COLO.

McClelland Met'l I. & R. Co., grain hay, and feed.*

RICHMOND, VA.

Grain Exchange Members. Beveridge & Co., S. T., grain, hay, feeds, seeds.

ROME, GA.

Chidsey, Jas. B., grain, hay and feed broker.* White Brokerage Co., grain, hay, flour.

ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.

SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain

SALT LAKE CITY, UTAH.

Utah-Idaho Bkg. Co., whsle grain, hay, flour, feed.*

SAVANNAH, GA.

Manucy, J. E., whsle, feed & grain broker.

Moore & Co., grain, hay, cottonseed pdts.

SEATTLE, WASH.

Fairbanks & Co., F. M., grain and feed.

Lilly Co., The Chas. H., seed merchants.*

Webster & Co., E. A., grain commission, oriental seeds.

SELMA, ALA.

Baker, A. E., mdse., grain, feed, flour broker.

Campbell & Co., McD., brokers gr., gr. mdx. fd., hay.

Crandall, H. F., merchandise & grain broker.

Hooper, Son & Coleman, mdse., grain, flour brokers.

Ross, Rivers F., flour, feed & grain broker.*

ST. JOSEPH, MO.

Grain Exchange Members. A. J. Elevator Co., buyers and shippers.*

Gordon-Watts Grain Co., grain dealers & brokers.* Great Western Grain Co., buyers and sellers.*

Aunt Jemima Mills Co., A. J., hominy feed.

Marshall Hall Grain Co., consignments solicited.*

Sloan-Neidorp Grain Co., consignments.*

St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.*

Ballard-Messmore Grain Co., recrvs. grain, hay, seeds.

Bushfield Grain Co., receivers and shippers.

Claiborne Commission Co., commission merchants.*

Clark Burdgr. Grain Co., consignments.*

Clark Grain Co., C. M., all kinds grain and feed.

Craig Grain Co., J. W., consignments and mill orders.

Groth, Samuel C., milling wheat and feed.

Hayes Grain Co., John, Okla., Kan., wheat for mills.*

Kansas Flour Mills Co., receivers and shippers.*

Kansas Milling Co., millers and grain merchants.*

Kramar Grain Co., receivers and shippers.

Raymond Grain Co., consignments.

Schaefer Grain Co., The, general grain dealers.*

Smith Elevator Co., receivers and shippers.*

Strong Trading Co., wholesale grain and feed.*

Wallingford Bros., receivers and shippers.*

Warwick Grain Co., "always have a bid."

Wichita Flour Mills Co., millers and grain merchants.

Wichita Grain Co., receivers and shippers.

Wichita Terminal Elev. Co., general elevator business.*

ST. LOUIS, MO. (Continued).

Picker & Beardsley Com., grain and grass seed.* Powell & O'Rourke, corn a specialty. Thurnau Grain & Feed Co., Arnold A., grn., fd., scrngs.* Toberman, Mackey & Co., grain, hay, seeds.* Turner Grain Co., grain commission.

SEDALIA, MO.

Claiborne Commission Co., commission merchants.*

SIOUX CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.

Bailey, Walter H., grain merchants.*

Godfrey Grain Co., receivers and shippers.*

McCaull Dinsmore Co., commission.*

Morris Grain Co., brokers.

Rumsey & Co., receivers of consignments.*

Terminal Grain Corp., receivers and shippers.

Warwick Grain Co., consignments solicited.

Western Terminal Elevator Co., receivers and shippers.

SPRINGFIELD, MO.

Claiborne Commission Co., commission merchants.*

STERLING, COLO.

Eller Grain Co., grain, hay, feed.

Moritz Grain Co., C., wholesale grain.

TALLEDEGA, ALA.

Farmers Ex. & Elvtr. Co., grain, feed, mfrs., corn meal.

TAMPA, FLA.

Bonacker Bros., brokers, grain, hay, feed, flour.

Harman & Hulsey, grain, hay, millfeed brokers.*

Hart & Co., E. H., grain & feedstuffs broker.

Miller-Jackson Grain Co., grain & feed dealers.*

Spence Brokerage Co., grain, feed, alf. meal, hay.

Tampa Brokerage Co., grain, hay, flour, feedstuffs.

Quinby, Edmund B., mdse. & feedstuffs broker.

THOMASVILLE, GA.

Burch & Son, W. H., corn millers.

South Georgia Brokerage Co., brokers.

Thomasville Elvtr. Co., corn, velvet beans, field seeds.

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*

King & Co., C. A., grain and seeds.

Morehouse & Co., wholesale grain and seeds.

Rice Grain Co., cash grain.*

Southworth & Co., grain and seeds.*

Wickenshier & Co., John, grain receivers, shippers.

Young Grain Co., grain receivers, shippers.

Zahn & Co., J. F., grain seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

TOPPENISH, WASH.

Preston Grain & Mfg. Co., alf. meal, grain, hay, fdstfs.

TUSCALOOSA, ALA.

Eddins Brokerage Co., grain, feed, flour, mdse.

Indian Milling Co., mixed feed mfrs.

Rosenbusch Brokerage Co., grain, feed, flour, mdse.

Southern Grain Co., grain, hay, mfrs. corn meal.

TUSCUMBIA, ALA.

Belser, Harry K., grain, feeds, mdse. broker.

Hammerly, E. T., grain, hay, feed, seed.

UNION CITY, TENN.

Cherry-Moss Grain Co., grain, hay, feeds, seeds.

Dahnke-Walker Milling Co., milling, grain, feed.*

Howell Grain & Feed Co., grain and feed.

VALDOSTA, GA.

Birdsey Commission Co., mdse. and grain brokers.

So. Georgia Milling Co., mfrs. mxd. feed, vel. bean meal.

Valdosta Mill & Elvtr. Co., grain, corn meals, feeds.

VASS, N. C.

Vass Milling Co., grain, feed, flour.*

VICKSBURG, MISS.

Weil & Son, R., brokers; corn, oats, meal, hay, chops.

Wilkerson, R. C., grain broker.

VINCENNES, IND.

McCardle-Black Co., grain commission merchants.

WICHITA, KANS.

Board of Trade Members.

Bever Grain Co., consignments and mill orders.*

Blood-Pickerill Grain Co., consignments, mill orders.

Carroll Grain Co., recrvs-shippers-grain, feed.*

Claiborne Commission Co., commission merchants.*

Clark Burdgr. Grain Co., consignments.*

Clark Grain Co., C. M., all kinds grain and feed.

Craig Grain Co., J. W., consignments and mill orders.

Groth, Samuel C., milling wheat and feed.

Hayes Grain Co., John, Okla., Kan., wheat for mills.*

Kansas Flour Mills Co., receivers and shippers.*

Kansas Milling Co., millers and grain merchants.*

Kramar Grain Co., receivers and shippers.

Raymond Grain Co., consignments.

Schaefer Grain Co., The, general grain dealers.*

Smith Elevator Co., receivers and shippers.*

Strong Trading Co., wholesale grain and feed.*

Wallingford Bros., receivers and shippers.*

Warwick Grain Co., "always have a bid."

Wichita Flour Mills Co., millers and grain merchants.

Wichita Grain Co., receivers and shippers.

Wichita Terminal Elev. Co., general elevator business.*

WINCHESTER, IND.

Goodrich Bros., Hay & Grain Co., whlrs. gr. and seeds.*

*Member Grain Dealers National Association.

Board of Trade
Members

KANSAS CITY

Board of Trade
Members

C. MORITZ & COMPANY

CONSIGNMENTS

Board of Trade Annex

KANSAS CITY, MO.

KAFIR-MILO MAIZE

PARKER CORN CO.

Wire for Delivered Prices

7-8 Board of Trade

Real Service on
ConsignmentsOperators 1,500,000
BU. ELEVATOR

FEDERAL GRAIN CO.

SUCCESSORS TO

AYLsworth GRAIN CO.

BOARD OF TRADE

KANSAS CITY, MO.

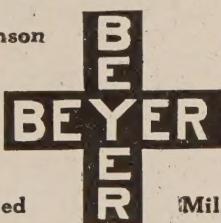
U. S. A.

Buyers and Sellers
of
Wheat, Corn, Oats,
Kafir and Milo

The Beyer Grain Co.

KANSAS CITY

Hutchinson



Wichita

Mill Feed Mill Orders
CONSIGNMENTS

TWIDALE-WRIGHT GRAIN CO.

Board of Trade, KANSAS CITY, MO.

Consignments and Future Trades Solicited

The last word in
Consignment Service

LARABEE'S BEST

SIX MILLS—13,500 barrels capacity—all catering to the popular demand
ELEVATOR CAPACITY 3,000,000 BUSHELS

Milling Hard and Soft Wheat

Need We Say Any More?

THE LARABEE FLOUR MILLS CORPORATION

Security Building, KANSAS CITY, MISSOURI

Mills at St. Joseph and Clinton, Mo., Sioux Falls, S. D., Hutchinson, Wellington and Marysville, Kansas

SHANNON GRAIN COMPANY

CONSIGNMENTS

201-2 Board of Trade KANSAS CITY, MO.

Buyers—Sellers
WHEAT . CORN
OATS . BARLEY
CONSIGNMENTS
MILL ORDERS

H. S. MASTERS BROKERAGE CO.

DIRECT MILLS & DEALERS QUOTATIONS

Flour, Millfeed and Grain

KANSAS CITY

HALL-BAKER GRAIN CO.

Buyers and Sellers of Grain

CONSIGNMENTS

Kansas City - - Missouri

KAULL MILLING CO.

BUYERS

HARD MILLING WHEAT

Handlers of Hard Wheat Flour

Glen Elder, Kan. Kansas City, Mo.

BRUCE BROTHERS GRAIN CO.

CONSIGNMENTS—PERSONAL SERVICE

ST. JOSEPH, MO.

CONSIGN

Ernst-Davis Com. Co.

Kansas City

SPECIAL ATTENTION
GIVEN TO FUTURESMEMBERS
Kansas City Board of Trade
Chicago Board of Trade
St. Louis Merchants Ex.

A. C. DAVIS GRAIN CO.

Grain Commission

Mill Orders a Specialty

Consignments and Future Orders Solicited

KANSAS CITY, U. S. A.

Yes Sir!

We Handle

CONSIGNMENTS
GRAIN—SEEDS

S. H. MILLER GRAIN CO.

KANSAS CITY, MO.

WESTERN GRAIN CO.

Shippers (a Specialty)

MILL FEED and FLOUR
Natural Feeding and Milling Corn, Oats,
Barley, Kafir Corn and Milo Maize.

Bulk or Sacked.

657-660 Gibraltar Bldg., Kansas City, Mo.

We buy and sell

KAFIR CORN — FETERITA
MILO MAIZEB. C. CHRISTOPHER & CO.
Kansas City, Mo.

Board of Trade
Members

KANSAS CITY

Board of Trade
Members

DILTS & MORGAN CONSIGNMENTS—FUTURES

Wichita

Atchison

Enid, Okla.

"He Profits Most Who Serves Best"

TRY
FULLER GRAIN CO.
Consignment
Service
Kansas City Atchison, Kansas

MOORE-LAWLESS GRAIN COMPANY
Consignments—Futures

KANSAS CITY, MO.

Branch Offices: Atchison, Kansas—Denver, Colorado
Members: Kansas City, Chicago, St. Louis, Atchison and Denver Exchanges

CONSIGNMENTS
We specialize in
FETERITA KAFIR MILO
Hipple Grain Co., Kansas City, Mo.

Simonds-Shields-Lonsdale
Grain Co.
QUALITY and SERVICE
KANSAS CITY, MISSOURI

Terminal Elevators
J. Rosenbaum Grain Co.
Buyers and Sellers of Grain
KANSAS CITY, MO.

Mensendieck Grain Co.
CONSIGNMENTS

Consignments and CLAIBORNE COMMISSION CO. 338 Glover Bldg.
Futures "One car leads to another" KANSAS CITY,
MO.

STEVENSON GRAIN CO., Kansas City, Mo.
Buyers and Sellers of Grain
Prompt and Careful Attention Given Consignments

Board of Trade
Members

DULUTH

Board of Trade
Members

WHITE GRAIN CO.

DULUTH

Write for Samples and Quotations

Shippers

Fancy Oats Feed Wheat
Mill Oats Barley
Screenings Rye

W. C. MITCHELL CO.

Formerly Randall, Gee & Mitchell Co.
Duluth produces large quantities of
Grain Screenings
Let us know your requirements.

Grain Exchange
Members

SIOUX CITY

Grain Exchange
Members

L. C. BUTTON CO.
510-511 Grain Exchange, SIOUX CITY, IOWA
General Grain and Commission Business
USE US

RUMSEY & COMPANY
Sioux City Chicago

Grain Business in All Branches

WARWICK GRAIN CO.

We buy grain for all markets
Call us for bids
CONSIGNMENTS SOLICITED
J. O. McClintock, Mgr. SIOUX CITY.

TRUSLER GRAIN CO.
RECEIVERS—SHIPPERS
All Grains—All Grades
SIOUX CITY, IOWA EMPORIA, KAN.

GODFREY GRAIN CO.
Receivers—Shippers
MINNEAPOLIS
Sioux City Sioux Falls

**Clark's Car Load
Grain Tables**

Eighth edition, revised and enlarged, shows the following range of reductions of pounds to bushels by fifty pound breaks.

20,000	to	107,950	lbs.	to	32	lb.	bushels
"	"	"	"	"	"	"	"
20,000	"	74,950	"	"	34	"	"
"	"	"	"	"	"	"	"
20,000	"	96,950	"	"	48	"	"
"	"	"	"	"	"	"	"
20,000	"	118,950	"	"	56	"	"
"	"	"	"	"	60	"	"
20,000	"	118,950	"	"	"	"	"

Pounds printed in red ink; bushels in black. Linen ledger paper reinforced with muslin, bound in flexible karatol, marginal index. Price \$2.50.

Terminal Grain Corporation
RECEIVERS and SHIPPERS
Consignments Solicited
SIOUX CITY, IOWA

BELL, HUNTING & CO., Inc.
W. M. BELL, President
F. H. HUNTING, Vice-Pres. and Mgr.
W. A. HOTTENSEN, Secy. and Treas.
GRAIN COMMISSION—Sioux City, Ia.
Ask for bids.
Advise us of your needs. We can furnish
STRICTLY COUNTRY RUN GRAIN.

GRAIN DEALERS JOURNAL
305 So. La Salle Street CHICAGO, ILL.

Board of Trade
Members

CHICAGO

Board of Trade
Members**LAMSON BROS. CO.**

No. 6 Board of Trade, Chicago, Ill.

**WHEAT, CORN
OATS, RYE**CONSIGNMENTS
SOLICITEDWE PLACE
GRAIN TO ARRIVEGood Execution Keeps Customers
Keeping Customers is Our Business**W. G. PRESS & CO.**GRAIN, PROVISION, STOCKS
175 W. Jackson Blvd., ChicagoWrite for Daily Market Report,
Mailed Free.39 Years Active Members Chicago
Board of Trade

GRAIN, PROVISIONS

STOCKS AND BONDS

**SIMONS, DAY
& Co.**

Phone Wabash 7860 322-330 Postal Telegraph Building CHICAGO

We solicit consignments and furnish bids on Cash
Grain and Provisions for all markets.**MOSES ROTHSCHILD CO.**

RECEIVERS AND SHIPPERS

Our Thirty Years experience should be of assistance to you in marketing this year's crop of grain.
Try us—we are excellently equipped to sell your "To Arrive" or Consigned Grain.

140 West Van Buren St., CHICAGO

Hales & Hunter Co.

Grain Merchants

Manufacturers of all kinds
of Feeds

CHICAGO, ILL.

E. W. BAILEY & CO.
Commission MerchantsReceivers and Shippers of
GRAIN, SEEDS, PROVISIONS
72 Board of Trade, CHICAGO**JOHN E. BRENNAN & CO.** GRAIN and SEEDS
COMMISSION MERCHANTS CHICAGOPHILIP H. SCHIFFLIN
PresidentEUGENE SCHIFFLIN
Sec'y and Treas.**Philip H. Schifflin & Co.**
(INCORPORATED)Commission Merchants
GRAIN, SEEDS and PROVISIONS515-518 Postal Telegraph Bldg.,
Tel. Harrison 833 CHICAGO, ILL.

W. P. Anderson
Pres.-Trs.
C. H. Gibson
Vice-Pres.
Geo. H. Tanner
Secretary

W. P. ANDERSON & CO.
RECEIVERS
GRAIN
CONSIGNMENTS AND HEDGING
ORDERS SOLICITED
327 S. La Salle Street
CHICAGO

E. F. Leland & Company
Successors to

WARE & LELAND

Grain Stocks Bonds

231 So. WELLS STREET
Corner Quincy Street
CHICAGO

CONSIGNMENTS SOLICITED

MEMBERS

New York Stock Exchange
New York Cotton Exchange
New York Produce Exchange
Chicago Board of Trade
Chicago Stock Exchange
Minneapolis Chamber of Commerce
Kansas City Board of Trade
St. Louis Merchants Exchange
Omaha Grain Exchange
Winnipeg Grain Exchange
Milwaukee Chamber of Commerce
Pittsburgh Stock Exchange

RUMSEY & COMPANY
RECEIVERS OF
RESPONSIBILITY &
CHICAGO
CONSIGNMENTS
ONSERVATISM

Board of Trade
Members

CHICAGO

Board of Trade
Members

THE UPDIKE GRAIN COMPANY

CHICAGO

OMAHA

KANSAS CITY

MILWAUKEE

SIOUX CITY

"DOMINO FEEDS"

We buy at all times
CORN—OATS—BARLEY
BUCKWHEAT—MILLO
CHICKENWHEAT
MILL FEEDS

Ask Us for Bids—Make Offers

NOWAK MILLING CORP.

HAMMOND, IND.

Just outside of Chicago but within
Chicago switching territory.

CARHART CO. & HARWOOD CO.

Grain Commission

Board of Trade
CHICAGOChamber of Commerce
PEORIA

Members Chicago Board of Trade
Hitch & Carder
Commission Merchants
605 Insurance Exchange Bldg. - Chicago
Tel. Wabash 6584

GERSTENBERG & CO.

COMMISSION MERCHANTS
GRAIN and SEEDS

Barley a Specialty

Personal attention given
Sample Orders

315 So. La Salle St. CHICAGO
Traveling Representatives:
Ray Gerstenberg Jack De Courcey
Branch Office: FT. DODGE, IOWA A. J. MOORE, Mgr.

Speaking of a Commission Firm—

The Unfailing Choice of Men
of Good Judgment Is UsuallyBridge & Leonard
Chicago**F. S. LEWIS & CO.**

GRAIN AND PROVISIONS

Consignments and Hedging Orders Solicited
50 Board of Trade CHICAGO**Henry H. Freeman & Co.**

COMMISSION MERCHANTS

GRAIN HAY STRAW
60 BOARD OF TRADE, CHICAGO**ARMOUR GRAIN COMPANY**
GRAIN MERCHANTSManufacturers of
ARMOUR'S STOCK AND DAIRY FEEDS AND CEREAL PRODUCTS
208 So. La Salle Street, Chicago, Ill.

Chicago Grain & Salvage Co.

DEALERS IN

SALVAGE GRAIN
GRAIN, FEEDS, Etc.
WRITE OR WIRE

930 Postal Telegraph Bldg. CHICAGO

A Kansas dealer, who advertised
his elevator for sale in the Journal, at
a stipulated price, received so many
replies from prospective buyers he
decided to keep it.**BARTLETT FRAZIER CO.** GRAIN MERCHANTS
Western Union Bldg.
CHICAGOTHE CORN EXCHANGE NATIONAL BANK
OF CHICAGOCAPITAL \$ 5,000,000.00
SURPLUS AND PROFITS 10,542,058.00

OFFICERS

ERNEST A. HAMILL, Chairman of the Board
EDMUND D. HULBERT, President
CHARLES L. HUTCHINSON, Vice-President
J. EDWARD MAASS, Vice President
OWEN T. REEVES, Jr., Vice-President
NORMAN J. FORD, Vice-President

JAMES G. WAKEFIELD, Vice-President
EDWARD F. SCHOENECK, Cashier
LEWIS E. GARY, Ass't Cashier
JAMES A. WALKER, Ass't Cashier
CHARLES NOVAK, Ass't Cashier

DIRECTORS

WATSON F. BLAIR
CHAUNCEY B. BORLAND
EDWARD B. BUTLER
BENJAMIN B. CARPENTER
CLYDE M. CARR
ERNEST A. HAMIL
CHARLES H. HULBURD
JOHN J. MITCHELL

CHARLES L. HUTCHINSON
MARTIN A. RYERSON
J. HARRY SELZ
EDWARD A. SHEDD
ROBERT J. THORNE
CHARLES H. WACKER
HENRY P. CROWELL
EDMUND D. HULBERT

FOREIGN EXCHANGE — LETTERS OF CREDIT — CABLE TRANSFERS

ACCOUNTS OF GRAIN MERCHANTS INVITED

Board of Trade
Members

CHICAGO

Board of Trade
Members

You Can Sell— Your Elevator

by advertising directly
to people who want to
buy, by using a

Grain Dealers Journal
Want Ad.

PHONE

We announce our removal to Suite 701 Continental and Commercial Bank Bldg., Chicago, where Jim Fones is in charge of our CASH GRAIN. Write for Wagner Summer Essays on grain. Ship to Wagner. Phone Fones. E. W. WAGNER & CO., 28 years in business. Grains, Securities, Cotton, Provisions.

FONES

CONSIGN TO

WEGENER BROS.

Grain Commission

305 SOUTH LA SALLE STREET
CHICAGO

Board of Trade
Members

INDIANAPOLIS

Board of Trade
Members



“Follow The Flag”
With Your Shipments
URMSTON GRAIN COMPANY
INDIANAPOLIS, IND.

Hayward-Rich Grain Co.
GRAIN COMMISSION

511 Board of Trade Building
INDIANAPOLIS, IND.

25 Years' Experience
KENDRICK & SLOAN CO., Inc.
GRAIN-HAY
518 Board of Trade, Indianapolis, Ind.

The Lew Hill Grain Co.
(Incorporated—Capital Stock \$50,000)
GRAIN
Commission and Brokerage
Earnestly Soliciting Your Business and Correspondence
Board of Trade Indianapolis, Ind.

McCARDLE-BLACK CO.
GRAIN COMMISSION

Members Chicago Board of Trade
DIRECT PRIVATE WIRE
Indianapolis, Ind.
Crawfordsville, Ind. Frankfort, Ind. Paris, Ill.

BELT ELEVATOR & FEED CO.

Pred Vawter
INDIANAPOLIS, IND.

Commission—GRAIN—Brokerage
When we get your trade we will be just as
anxious to hold it as we are now solicitous
about having you send a trial car.

Established 1883
H. E. KINNEY GRAIN CO.
617 Board of Trade
INDIANAPOLIS, IND.
SAM J. BRUCE, Manager Consignment
Department

Consign to GOLDBERG GRAIN COMPANY
AND GET THE FULL MARKET PRICE EVERY TIME

MERCHANTS HAY & GRAIN CO.
INDIANAPOLIS, IND.
HAY, GRAIN AND MILL FEED
We Solicit Your Consignments

WM. R. EVANS GRAIN CO.
Commission and Brokerage
Our experience will get you the results you are
after. Send us your corn and oat shipments.
Board of Trade Bldg. Indianapolis, Ind.

Commercial Exchange
Members

PHILADELPHIA

Commercial Exchange
Members

RICHARDSON BROS.
BROKERS
WANT OFFERS
GRAIN FLOUR MILL FEED
Delivered Philadelphia
Either Export or Domestic
The Bourse

E. L. ROGERS & CO.

Over 50 years
in the business
GRAIN—FEED—HAY

Consigning Wheat to Lemont Pays
42 years in the grain business, no complaints,
everybody satisfied. *Export and Domestic.*
E. K. LEMONT & SON
488-90-92 Bourse, Philadelphia, Pa.

S. H. YOUNG & CO.
WHEAT — CORN — OATS
417-19 Bourse Bldg.
CONSIGNMENTS

L. F. MILLER & SONS
Consignments Solicited
Receivers and Shippers of
GRAIN, FEED, SEEDS, HAY, ETC.
Office 2931 N. Broad St. PHILADELPHIA, PA.

E. E. DELP GRAIN CO.
ELEVATOR AND MILLS BOURBON, INDIANA
Eastern Office Philadelphia, Pa.

**The Growth in Size
and Importance of the**

DENVER **Grain
Exchange**

During the past two years is due to the realization, on one hand, of a large number of country shippers that Denver can serve them a little better, and a realization on the other hand by grain firms at terminal markets all over the country, that Denver offers them exceptional opportunities to fill contracts.

Communicate with any of the following Denver Grain Exchange Members.

O'DONNELL GRAIN CO.

Think O'Donnell when you think Grain—whether you buy, sell or consign.

PHELPS GRAIN CO., T. D.

Wholesale Grain and Beans.

SCOTT-GEORGE GRAIN CO.

Wire us when you are in the market to buy or sell Wheat, Corn, Oats, Rye and Barley.

SUMMIT GRAIN & COAL CO., THE

Receivers and shippers of all kinds of grain. Wire or phone us.

WARWICK GRAIN COMPANY

Buyers and sellers of all kinds of Grain.

CONLEY-ROSS GRAIN CO., THE

Wholesale Grain and Beans.

CRESCENT FLOUR MILLS, THE

We buy Wheat, Corn, Oats, Beans, etc.

MOORE-LAWLESS GRAIN CO.

Kansas City, Denver and Atchison. Private wires to all markets.

HUNGARIAN FLOUR MILLS

Dealers in Wheat, Corn, Oats, Rye and Barley.

O. M. KELLOGG GRAIN CO.

Receivers and shippers of all kinds of Grain.

McCAULL-DINSMORE CO.

Grain—Wholesaler and Commission.

FLANLEY GRAIN CO.

Wholesale Grain—get in touch with us.

J. D. BEST & CO.

Buyers and Sellers Corn, Oats, Barley.

THE F. C. AYRES MERCANTILE CO.

Corn, Oats, Barley, Rye, Hay, Milling types Hard and Soft Wheats. Receivers and Shippers

FRED W. ELDER GRAIN CO.

"Always working." Hastings and Grand Island, Nebr.

THE ADY & CROWE MERC. CO.

Grain, Hay, Beans.

DENVER ELEVATOR

We buy and sell Grain of all kinds, also Beans.

THE A. McCLELLAND MERCANTILE, I. & R. CO., PUEBLO, COLO.

We are Members of the Denver Grain Exchange

If you wish to buy or sell grain in carlots write us.

Pueblo is the Real City of Opportunity, Sunshine and Health.

Chamber of Commerce
Members

BALTIMORE

Chamber of Commerce
Members

Baltimore Pearl Hominy Co.

SEABOARD CORN MILLS
S. F. EVANS, Mgr. BALTIMORE, MD.

Always in the Market
Buyers of White and Yellow Corn
Manufacturers of
Corn flour, Corn meal, Hominy feed, etc.

CONSIGNMENTS A SPECIALTY

JOHN T. FAHEY & CO.

Commission Merchants

Grain Receivers and Shippers

In the Market every day

Remember us on Rye BALTIMORE, MD.

Established 1900

G. A. HAX & CO.

COMMISSION

Grain and Hay

BALTIMORE

MARYLAND

C. P. BLACKBURN & CO.

COMMISSION MERCHANTS

Grain Receivers Exporters

Sell to US Consign to US

Baltimore Grain Co.

Consignments

Baltimore Maryland

**If It's Off Grade
We Know Values**

HENRY E. WACK & CO., Inc.

Baltimore, Md.

Liberal Advances. 100% Service on

Consignments.

CHAS. ENGLAND & CO.

Commission Merchants

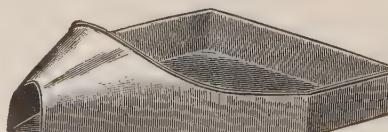
GRAIN - HAY - SEEDS

308-310 Chamber of Commerce, BALTIMORE

The paper the Grain Dealer
supports, because it supports
the Grain Dealer—

GRAIN DEALERS JOURNAL

GRAIN SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.

Grain Size, 2 1/4 x 12 x 16 1/4", Price \$1.90

Seed Size, 1 1/2 x 8 x 11", Price \$1.65

Send All Orders to

GRAIN DEALERS JOURNAL, 305 S. La Salle St., CHICAGO, ILL.

HUTCHINSON KANSAS

Hutchinson is always in the market; the milling demand at the point is constant. This unusual demand coupled with the aggressiveness of the Hutchinson Board of Trade members mentioned here, means real service and results for you.

If you are desirous of making more profitable connections in this great Southwestern market, whether you are a miller, exporter or country grain shipper, do not delay but get into communication with any of these firms at once.

Board of Trade Members

AYRES GRAIN CO.

Grain Merchants

BEYER GRAIN CO.

Consignments & Mill Orders

THE CENTRAL GRAIN CO.

Buying grain for 12 milling companies.

DAVIDSON GRAIN CO.

Receivers & Shippers

FARMERS CO-OPERATIVE COMM. CO.

Commission Merchants

GANO GRAIN CO.

Grain Merchants

GFFE & CARKENER

E. F. Leland & Co., Pvt. Wire

GRAVES & CO., T. H.

Grain Merchants

THE HAUSAM-BATEMAN GRAIN CO.

We are it for any grain

HAYES GRAIN CO.

Grain Merchants

HINMAN-YATES GRAIN CO.

Receivers & Shippers

HUTCHINSON GRAIN CO.

Grain Merchants

THE HUTCHINSON TERMINAL ELEVATOR CO.

Consignments and Storage

JAY HAUSAM & COMPANY

Grain Merchants

C. D. JENNINGS GRAIN CO.

Consignments

KANSAS GRAIN CO.

Buyers and Sellers

THE WM. KELLY MILLING CO.

Millers and Grain Buyers

LARABEE FLOUR MILLS CORP.

Hard Wheat Millers

J. B. McClure GRAIN CO.

Buyers and Sellers

OSWALD GRAIN CO.

Dark Hd. Turkey Wheat Specialty

RALPH RUSSELL GRAIN CO.

Commission Merchants

RENO FLOUR MILLS CO.

Millers and Grain Dealers

THE SOUTHWEST GRAIN CO.

Grain Merchants

THE SECURITY ELEVATOR CO.

Handlers All Kinds Grain

UNION GRAIN CO.

Grain Dealers

Merchants Exchange
Members

ST. LOUIS

Merchants Exchange
Members**Nanson Commission Co.** GRAIN, HAY and SEEDS
202 Chamber of Commerce, ST. LOUIS, MO.**TURNER GRAIN CO.**Merchants Exchange
ST. LOUIS

Grain Commission

Matchless Service

POWELL & O'ROURKE GRAIN CO.
Operators of
BROOKLYN STREET ELEVATOR
ST. LOUIS
Season Contracts Corn a Specialty
WE SHIP WHAT WE SELL**TOBERMAN, MACKEY & CO.**
GRAIN—HAY—SEEDS
FASTEST GROWING COMMISSION HOUSE IN AMERICA
SAINT LOUIS**PICKER & BEARDSLEY COM. CO.**

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY AND GRASS SEEDS
125 MERCHANTS EXCHANGE BLDG. ST. LOUIS, MO.ALEX. C. HARSH
PresidentV. C. ELMORE
Vice-PresidentJOHN H. HERRON
Secretary and Treasurer**ELMORE-SCHULTZ GRAIN COMPANY**
EXPERT SERVICE GIVEN CUSTOMERS

105-107 Merchants Exchange

ST. LOUIS

*It is better to have shipped to us than to wish you had*Established 1877
Langenberg Bros. Grain Co.
St. Louis New Orleans**FOR SALE** SUNFLOWER SEED
WANT TO BUY BUCKWHEAT
P. L. ZIMMERMANN CO.
ST. LOUIS, MO.**Goffe & Carkener Co.**

105-107 Merchants Exchange

RECEIVERS**GRAIN, HAY & SEEDS**
SAINT LOUISV. C. GOFFE
C. S. CARKENER
G. C. MARTIN, JR. K. C., MO., OREG.
101-102 Board of Trade**Ichtertz & Watson**
*Futures Consignments*Members { Chicago Board of Trade
St. Louis Merchants Exchange
SAINT LOUIS**WANT HELP?**
Then consult the "Situations Wanted" columns of the Grain Dealers Journal.Grain Exchange
Members

ST. JOSEPH

Grain Exchange
Members**AUNT JEMIMA MILLS COMPANY**
ST. JOSEPH, MO.
Manufacturers
A. J. HOMINY FEED**MARSHALL HALL GRAIN CO.**
OPERATORS OF
MARSHALL HALL 1,000,000 Bushel GRAIN ELEVATOR
CONSIGNMENTS SOLICITED GRAIN BOUGHT TO ARRIVE OR SOLD FOR SHIPMENT
ST. JOSEPH, MO.**BUTTON-SIMMONS GRAIN CO.**
Commission Merchants
1008 Corby-Forsee Bldg.
St. Joseph, Mo.
Personal Attention Prompt Returns**"HAY! Ship Us YOUR GRAIN"**
GORDON - WATTS GRAIN CO.
Successors to T. P. Gordon Comm. Co.
ST. JOSEPH MISSOURI**Sloan-Niedorp Grain Co.**
GRAIN BROKERS AND
COMMISSION MERCHANTS
1210 Corby-Forsee Bldg., ST. JOSEPH, MO.**GREAT WESTERN GRAIN CO.**
Operating G. W. Elevator
BUYERS and SELLERS
GET OUR PRICES
ST. JOSEPH, MISSOURIThe A. J. Elevator Company
ST. JOSEPH, MO.
Consignments Solicited
Buyers WHITE MILLING CORN
C. L. SCHOLL, Mgr.—First in Enterprise!
—First in Advertising!
—First in Circulation!
—First in News!
The Grain Dealers Journal

Grain
Merchants

ATHENS

Grain
Merchants

**O'FARRELL BROKERAGE
COMPANY**
Flour, Grain, Hay, Mixed Feeds
Athens, Ga.

W. C. PITNER
PITNER AND BEUSSE
GRAIN AND MERCHANTISE BROKERS
GREENVILLE, S. C. A TH E N S, G. A. J. H. BEUSSE
MACON, GA.

Grain
Dealers

JACKSONVILLE

Grain
Dealers

A. S. BAKER CO.—BROKERS
Grain—Merchandise—Feedingstuffs
JACKSONVILLE, FLA.

Florida Grain & Elevator Co.
JACKSONVILLE
CORN OATS

**C. C. HUNT COMPANY
BROKERS**
504 Consolidated Bldg. Jacksonville, Fla.

HOWARD GRAIN CO.
Wholesale Dealers
GRAIN HAY FLOUR

**HULSEY-BESSENT CO.
BROKERS**
Jacksonville, Fla.
GRAIN HAY PRODUCE

OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

Commercial Exchange
Members

ATLANTA

Commercial Exchange
Members

**TAYLOR
COMMISSION
COMPANY**



Cotton Seed Meal
Cotton Seed Hulls
Fertilizer Materials

JOS. GREGG & SON
Brokerage and Commission
HAY and GRAIN

T. H. BROOKE & CO.
DEALERS IN
Grain, Hay, Flour and Cotton
Seed Products
ATLANTA, GEORGIA

THEO. W. MARTIN
Flour, Grain, Hay, Mixed Feed
BROKER
Reputable Shippers' Accounts Solicited

W. L. FAIN GRAIN CO.
WHOLESALE
Stock Feed, Field Seed, Flour
ATLANTA, GA.

EDWARD E. SMITH
BROKER
Mixed Feeds, Hay, Grain, Flour
Healey Bldg., ATLANTA, GA.

Upon readers patronage of its
advertisers depends the success of
the *Grain Dealers Journal* work.
Will you mention it?

BOARD OF COMMERCE
MEMBERS

AUGUSTA

BOARD OF COMMERCE
MEMBERS

CLARK MILLING CO.
Buyers—Soft Milling Wheat
White Milling Corn
DEALERS IN GRAIN AND FEEDSTUFFS

**LAMB & HOLLINGSWORTH
BROKERS**
Grain Flour Feed Provisions
MASONIC BLDG. AUGUSTA, GA.

P. F. ROBINSON CO.
Successors to Marion Jones Co.
Feed Grain **BROKERS** Flour Hay

For Results, Let
**H. W. FLETCHER & CO.
BROKERS**
handle your Flour, Grain, Hay
and Feed Account in Augusta

Who's Your Broker at Augusta
?
Alexander Cranston & Co.
BROKERS SINCE 1890
Grain Hay Feed Flour Meal

Reputable Grain, Feed, Flour and
Hay Accounts Solicited
O. W. HINSON--Broker
Territory: Georgia & South Carolina

Chamber of Commerce
Members

MINNEAPOLIS

Chamber of Commerce
Members

McCARTHY BROTHERS COMPANY

ESTABLISHED 1885

RECEIVERS AND SHIPPERS

OFFICES: Minneapolis Duluth Chicago Milwaukee
 Sioux Falls, S. D. Aberdeen, S. D. Fargo, N. D.

MARFIELD GRAIN CO.
Receivers and Shippers

**WE SOLICIT
YOUR CONSIGNMENTS** **STRICTLY
GRAIN COMMISSION**
H. L. HANKINSON & CO.
MILWAUKEE **MINNEAPOLIS** **DULUTH**

GODFREY GRAIN CO.
RECEIVERS—SHIPPERS
MINNEAPOLIS
SIOUX CITY SIOUX FALLS

J. L. McCaul, Pres. R. A. Dinsmore, Vice-Pres.
S. J. McCaul, Sec. A. M. Dinsmore, Treas.
The McCaul-Dinsmore Co.
COMMISSION MERCHANTS
915-16-19 Chamber of Commerce
MINNEAPOLIS, MINN.
Duluth Milwaukee Omaha

BENSON, QUINN CO.
"Best Service—First, Last and Always"
Grain Commission since 1903
M I N N E A P O L I S
DULUTH MILWAUKEE

SHIP TO
H. POEHLER CO.
In Business Since 1855
GRAIN COMMISSION
All Grains—Including Winter Wheat
MINNEAPOLIS **DULUTH**

Quinn-Shepherdson Co. GRAIN COMMISSION

CHAS. E. LEWIS & CO.
Grain and Stock Brokers
Minneapolis St. Paul Duluth Winnipeg
MEMBERS NEW YORK STOCK EXCHANGE
and all Grain Exchanges

WOODWARD-NEWHOUSE CO. Minneapolis, Minn. Grain Commission

**SHEFFIELD ELEVATOR COMPANY
MINNEAPOLIS**
GRAIN SHIPPERS
Ask for Samples of Milling Wheat, Feed and
Milling Barley
WIRE FOR QUOTATIONS

CORN -- OATS -- BARLEY -- RYE
For Prompt Shipment in any
Quantity
VAN DUSEN
The HARRINGTON CO.
MINNEAPOLIS

WE SELL
FEED **WHEAT** MILLING
The Scroggins Grain Co.
MINNEAPOLIS

WANT A JOB?

Advertise in the "Situation Wanted" columns of the Grain Dealers Journal.

Chamber of Commerce
Members

MINNEAPOLIS

Chamber of Commerce
Members

CONSIGNMENTS
SOLICITED

INTERNATIONAL GRAIN CO.

COMMISSION
MERCHANTS

We Are Always in the Market for Wheat

FLOUR EXCHANGE BLDG.

MINNEAPOLIS, MINN.

SHIP TO

G. E. GEE
GRAIN CO.
Commission - Minneapolis

W. C. MITCHELL CO.
Formerly Randall, Gee & Mitchell Co.
Especially Equipped to Handle
CONSIGNMENTS
MINNEAPOLIS—DULUTH—MILWAUKEE
Shippers of CORN and OATS

CARGILL COMMISSION COMPANY

DULUTH

MINNEAPOLIS

MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL

"You can't do better; You might do worse."

Grain Exchange
Members

OMAHA

Grain Exchange
Members

**MERRIAM &
MILLARD CO.**
Terminal Elevators
OMAHA and COUNCIL BLUFFS

MERRIAM

MERRIAM
COMMISSION CO.
CONSIGNMENTS

ROTHSCHILD GRAIN COMPANY
Receivers and Shippers
CORN—OATS—BARLEY—WHEAT
Omaha Peoria, Ill. Atlantic, Ia.

CONSIGNMENTS SOLICITED
MILLER-WILSON GRAIN CO.
GRAIN MERCHANTS
200-201 GRAIN EXCHANGE OMAHA RECEIVERS & SHIPPERS

**Geo. A. Roberts
Grain Co.**
GRAIN MERCHANTS
Consignments
a
Specialty
Omaha, Neb.


Buyers and
Sellers
WHEAT, CORN
OATS
TWO Terminal
Elevators
Million bushel
capacity
CHOICE MILLING WHEAT
CONSIGNMENTS

CROWELL ELEVATOR COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA

Top the Market
SHIP TO
COPE AND KEARNEY
Grain Commission Merchants
OMAHA, NEBRASKA

THE UPDIKE GRAIN COMPANY
"The Reliable Consignment House"
Omaha Milwaukee Kansas City Sioux City Chicago

GRAIN CONSIGNMENTS
See what we can do with your next car
ADAMS - REITZ GRAIN CO.
OMAHA

ADVERTISING

WELL PLACED IS YOUR BIG BUSINESS ASSET. A most direct, effective and economical way to reach the progressive grain dealer in your advertising is through THE GRAIN DEALERS JOURNAL.

Board of Trade
Members

ATCHISON

Board of Trade
Members

Moore-Lawless Grain Co.
CONSIGNMENTS—FUTURES
Private Wires to All Markets
Board of Trade

CHESTER L. WEEKES CO.
Receivers — Shippers
CONSIGNMENTS A SPECIALTY

THE S. R. WASHER GRAIN CO.
ELEVATOR "A"
Receivers — Shippers
COMMISSION MERCHANTS

DILTS & MORGAN
GRAIN MERCHANTS
CONSIGNMENTS—FUTURES
Correspondent Thomson & McKinnon

THE BLAIR MILLING CO.
MILLERS OF
WHEAT AND CORN
Ask for bids and quotations

Any Weight

of grain up to 100,000 pounds
is reduced to bushels by Clark's
Decimal Grain Values, which
also shows the value of any
number of pounds in dollars and
cents. Price \$5.00.

THE BLAIR ELEVATOR CO.
Receivers and Shippers
ELEVATOR "B"

Elevator Equipment

Tell us what you need for your Grain
Elevator and we'll tell you where to
get it. We make no charge whatever for
this service.
GRAIN DEALERS JOURNAL, CHICAGO

Grain Dealers Journal
CHICAGO - ILLINOIS

Board of Trade
Members

TOPEKA

Board of Trade
Members**Sell it to Us—We want all we can get of
GOOD KANSAS HARD WHEAT**

The Golden Belt Grain & Elevator Company
TOPEKA, KANSAS

Corn Exchange
Members

BUFFALO

Corn Exchange
Members

THE CHURCHILL GRAIN & SEED COMPANY
RECEIVERS AND SHIPPERS BUFFALO, NEW YORK

**BUFFALO GRAIN COMPANY**

Receivers, Forwarders and Commission
Consignments Solicited

Est. 1903

Barley a Specialty

Ship Us Your**Corn, Oats and Wheat**

Regardless Of Its Condition
We operate the Superior Elevator
equipped with all modern machinery
for handling grain

PRATT & CO.

OPERATORS OF
SUPERIOR ELEVATOR
910 Chamber of Commerce, Buffalo, N. Y.

**Follow the Flag**

It Leads to Success

CONSIGNMENTS

URMSTON GRAIN COMPANY
Buffalo, N. Y. Indianapolis, Ind.

A. W. HAROLD
GRAIN BARLEY A Specialty

717 Chamber of Commerce

BUFFALO, N. Y.

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR**

Electric
Consignment
Service

A reliable service designed
to meet the requirements of
shippers to the Buffalo Mar-
ket. We solicit your shipments.

ELECTRIC
GRAIN ELEVATOR
CO., BUFFALO

Place an ad. in the "Wanted" or "For Sale"
columns of the GRAIN DEALERS JOURNAL
of Chicago. It will bring you quick returns.

YOU SHOULD KNOW MORE ABOUT THE LINCOLN GRAIN EXCHANGE

Because this exchange, altho comparatively young, is already enjoying a large grain business. Its favorable location in the very heart of a great grain producing territory, and its excellent transportation facilities, make this market worthy of your thorough investigation. Write any of the following Grain Exchange members for further information.

Gooch Milling & Elevator Co.,

Flour, Feed, Macaroni Products.

Central Granaries Co.,

Wheat, Corn, Oats, Rye, Barley.

Nebraska Corn Mills,

Meal, Pearl Hominy, Table Grits, Corn, Flour, Feed.

Ewart Grain Co.,

Wheat, Corn, Oats, Rye, Barley.

W. T. Barstow Grain Co.,

Receivers and Shippers of all Grains.

Wright-Leet Grain Co.,

Receivers and Shippers.

Lincoln Grain Co.,

Grain Merchants.

Western Feed Dealers Supply Co.,

Hay, Grain and Mill Feeds.

M. T. Cummings Grain Co.,

Grain, Seed, Millfeed.

John M. Paul,

Grain Broker.

Foster Grain Co.,

Receivers and Shippers.

Produce Exchange
Members

NEW YORK

Produce Exchange
Members

BOLLE-WATSON CO., Inc.
RECEIVERS AND EXPORTERS
WHEAT—CORN—OATS—RYE—BARLEY
OIL CAKE and MEALS
CONSIGNMENTS SOLICITED
115 Produce Exchange N. Y. CITY

Brainard Commission Co.
Receivers and Exporters
OATS and BARLEY
Send samples all off grade grains
Consignments Solicited
Produce Exchange, NEW YORK

B. F. Schwartz & Co.
PRODUCE EXCHANGE NEW YORK

KNIGHT & COMPANY
Grain Brokers and
Commission Merchants
CONSIGNMENTS SOLICITED
New York Chicago Baltimore

L. W. FORBELL & CO.
Strictly Commission Merchants
Specialists in WHEAT, CORN, OATS
Consignments Solicited
340-342 Produce Exchange, NEW YORK, N. Y.

For whatever you wish to know
about equipment or supplies used
in or about a grain elevator ask the
Information Buro
Grain Dealers Journal Chicago, Ill.

Produce Exchange
Members

TOLEDO

Produce Exchange
Members



JOHN WICKENHISER & CO.
Wholesale Grain Dealers
TOLEDO, OHIO

We make track bids and quote delivered prices,
Solicit Consignments of Grain and Clover Seed,
Members Toledo Produce Exchange and Chicago
Board of Trade

F. MAYER **F.W.JAEGER**
TOLEDO
J.F.ZAHM & CO. HERE SINCE '79
ASK FOR OUR DAILY RED LETTER

S. L. Rice **Geo. D. Woodman**
RICE GRAIN CO.
TOLEDO, OHIO
Milling Wheat Cash Grain
Mill Feeds

New Wheat or Oats
FOR BEST RESULTS

"Send it to Zahm"

J.H. STREICHER **W.W.CUMMINGS**

Read the Advertising pages.
They contain many stories of interest.
The **Grain Dealers Journal** presents only reputable concerns.

Clover Seed
International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor
O. A. KING & CO.
Like Billy Sunday they deal in cash and futures

There is great satisfaction in trusting your
CONSIGNMENTS OF GRAIN AND SEED
to a firm you KNOW to be RELIABLE.

1887 H. W. DEVORE & CO. 1920
TOLEDO - OHIO

Chamber of Commerce
Members

MILWAUKEE

Chamber of Commerce
Members

FRANKE-LaBUDDE GRAIN CO.
All Kinds
FEEDS = GRAIN = HAY

Correspondence Solicited
Chamber of Commerce, Milwaukee

E. P. BACON CO.
Grain Commission Merchants

Sellers of Cash Grain and
Field Seeds on Consignment
MILWAUKEE--CHICAGO--MINNEAPOLIS

**Record of C. N. D.
QUOTATIONS**

Quotation Record, Form 97A, is formed
of sheets of bond paper ruled to facilitate
the recording of daily market prices of
different options.

Each sheet is headed "Board of Trade
Quotations for Week Commencing Monday
.....19..." Columns are provided for 4
Wheat Options, 4 Corn and 4 Oats; have
spaces for the market hourly and at close;
Closing prices for previous week are listed
at top.

Sixty sheets, 9 $\frac{1}{2}$ x 9 $\frac{1}{2}$ inches, are well
bound in book form—a year's supply.
Price \$1.00.

GRAIN DEALERS JOURNAL
305 S. La Salle Street Chicago, Illinois

For Consistent SERVICE
Ship to
Blanchard Grain Company
34 New Insurance Building
MILWAUKEE, WIS.
1920 A. D.
, A D. meaning Always Dependable

W. C. MITCHELL CO.
Formerly Randall, Gee & Mitchell Co.
Especially Equipped to Handle
CONSIGNMENTS
Shippers of CORN and OATS
MILWAUKEE, WIS.

Board of Trade
Members

PEORIA

Board of Trade
Members

Consign Your
WHEAT - CORN - OATS
TO
J. A. McCREERY & SON
PEORIA
"The Top of the Market for You"

E. B. CONOVER GRAIN CO.

Operators of The Conover-McHenry Elevator.
Storage Capacity, 600,000 Bushels Daily. Handling Capacity, 150 Cars.

Grain Bought to Arrive or Sold for Shipment.

PEORIA, ILLINOIS

Consignments Solicited.

Peoria offers a strong outlet for
NEW CORN
W. W. DEWEY & SONS
COMMISSION MERCHANTS
26 CHAMBER OF COMMERCE, PEORIA, ILL.

MEMBERS OF
Peoria Board of Trade, Chicago Board of
Trade, St. Louis Merchants' Exchange
S. C. BARTLETT CO.
Established 1870
GRAIN COMMISSION MERCHANTS
16 & 29 Chamber of Commerce, Peoria, Ill.

**P. B.
and
C. C. Miles**

Established - 1875
Incorporated - 1910

Peoria, Illinois

Handling Grain on Commis-
sion Our Specialty

MUELLER GRAIN COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited. Track Bids Made on Request
Room 39 Chamber of Commerce, Peoria, Ill.

Turner-Hudnut Company
Receivers **GRAIN** Shippers
42-47 Board of Trade

G. C. McFADDEN & CO.
Merchandisers of Grain
Shippers of Corn and Oats
Members Chicago Board of Trade PEORIA, ILL.

H. D. BOWEN GRAIN CO.
Receivers and Shippers
CONSIGNMENTS
OLD MASONIC TEMPLE, PEORIA, ILL.

The paper the Grain Dealer
supports, because it supports
the Grain Dealer—

GRAIN DEALERS JOURNAL

Board of Trade
Members

CAIRO

Board of Trade
Members

CONSIGN TO US---IT PAYS

Cairo Grain Commission Co.

BOARD OF TRADE BUILDING

CAIRO, ILL.

CONSIGNMENTS

Wm. C. Hayward
Frank Jones
Elvis Weathers
W. E. Rich
L. H. Rich

SALES TO ARRIVE

CORN WHEAT OATS

CORN

Halliday Elevator Company
GRAIN DEALERS
CAIRO, ILL.

OATS

Grain Merchants

DES MOINES

Grain Merchants

TAYLOR & PATTON CO.

Terminal elevator capacity
250,000 bushels. Buyers and
shippers of Corn and Oats.
DES MOINES - IOWA

Central Iowa Grain Co.

GRAIN MERCHANTS
Consignments Solicited
Exceptional Service Assured
Youngerman Bldg., Des Moines, Iowa

DES MOINES ELEVATOR & GRAIN CO.

Terminal elevator capacity
700,000 bushels. Oats for
Southern Trade a Specialty.
DES MOINES - - IOWA

"Consignments"
W. H. BARTZ & CO., Inc.
Grain Merchants
DES MOINES, IOWA
"Get Our Prices"

W. H. PERRINE & CO.
COMMISSION MERCHANTS

721 Hubbell Bldg.
DES MOINES, IOWA
A. McARTY, Mgr. Telephone Walnut 1982

Grain Shippers

and in fact all grain men who are
wide awake and on the alert to
get onto all the ins and outs of the
grain business, subscribe for and
read the Grain Dealers Journal.

RECEIVERS, SHIPPERS AND BROKERS

—KAFIR—MILO—

Wire bid for deferred shipment.

A. E. TAYLOR GRAIN CO.

AMARILLO, TEXAS

LIBERAL, KANSAS

Located in the Heart of the Producing Section

JAQUITH, PARKER, SMITH & CO.
708 Cham. of Com., BOSTON, MASS.
We buy all kinds of Grain and Mill
Feed, Sample Feed, Wheat, Barley,
Milo, Kafir Corn, etc., for
NEW ENGLAND AND EASTERN TRADE
Send Samples—Write Us

MATTHEW D. BENZAQUIN
GRAIN AND FEED
Brokerage and Commission
DOMESTIC and EXPORT
505 Chamber of Commerce. BOSTON, MASS.

LANE & SONS GRAIN CO.
KAFFIR-MILO-WHEAT
CLOVIS NEW MEXICO

CENTRAL MILLS COMPANY
JOBBERS and FEED MFRS.
DIXON, ILL.
Send us samples whenever you can offer any grain
Byproducts, such as Oat Clips, Barley Chaff,
Wheat Scourings and Elevator Screenings.

Cedar Rapids Grain Co.
RECEIVERS and SHIPPERS
CEDAR RAPIDS, IOWA

ALFALFA HAY IN BALES

May be treated by the New Process of Injecting
Food Values into the Bales to create an economical
ration for feeding stock.

E. P. MUELLER
5 N. La Salle St. CHICAGO, ILL.

SWIFT GRAIN CO.
Murphy Building
Detroit, Michigan
Consign or Ask Us for Bid

CONSIGN
WHEAT - CORN - OATS
—TO—
DUMONT, ROBERTS & CO.
301-2 Cham. of Com., DETROIT
"The top o' the market to you."

Always in the market for
CORN OATS WHEAT
RYE BARLEY
Get our bids before selling
STOCKBRIDGE ELEVATOR CO.
JACKSON, MICH.

CONFIRMATION
BLANKS
Simple - Complete - Safe

The use of these confirmations makes for safer business. Spaces are provided for recording
all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5 1/2 x 8".

Order form No. 6 CB, Price 90 cts.

GRAIN DEALERS JOURNAL, 305 S. La Salle Street, CHICAGO

E. I. BAILEY
CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Mill Feed
Ask for Prices

Brokers and Dealers
MOORE & COMPANY
Grain Hay Cottonseed Products
SAVANNAH, GA.

RECEIVERS, SHIPPERS AND BROKERS



Solicit inquiries for Natural and Kiln Dried Corn, Country White Oats
E. A. GRUBBS GRAIN CO.
 Greenville, Ohio

EASTERN and SOUTHERN BUYERS
 Wire your bids for Grain and Hay to
WAND, TODT & COMPANY
 Shippers and Track Buyers
 LITCHFIELD, ILL.
 Members St. Louis Merchants Exchange

Alfalfa Grain Products Co.
 211 Postal Building
 Kansas City, Mo.
"Everything in the Feed Line"

MODERN FLOUR MILLS
 1,000 Bbls. Daily
 In the Market for
Red Winter Wheat
 MACON, GA.

W.C. Dorsett Company
BROKERS
 GRAIN, FEED, FLOUR
 MACON, GEORGIA

For Accurate Moisture Tests
 use our Grain Dealers' Air
 Tight Cans for forwarding
 your grain samples.
ST. LOUIS PAPER CAN & TUBE CO.
 ST. LOUIS, MO.

Trade restrictions are temporary. Your
 invested capital in good will and trade
 demand is permanent, providing you keep
 up your advertising in
The Grain Dealers Journal



WEBSTER SERVICE

The service record of any equipment is the real basis on which to judge it. Leading industries have largely standardized on Webster conveying equipment because, over a period of years, it has demonstrated an ability to stand up under severe operating conditions. Although each installation is especially designed for the work it will be called upon to perform, yet it can be quickly and economically erected and subsequently enlarged to keep pace with expansion.

Webster engineers have set a standard for real dependability in the design of material handling machinery, and are able to plan in detail the labor conserving equipment which will exactly suit your needs.

If you have an elevating or conveying problem why not solve it NOW?

The Webster Manufacturing Company

4500-4560 Cortland St., Chicago

FACTORIES: TIFFIN, OHIO, AND CHICAGO.

SALES OFFICES IN PRINCIPAL CITIES

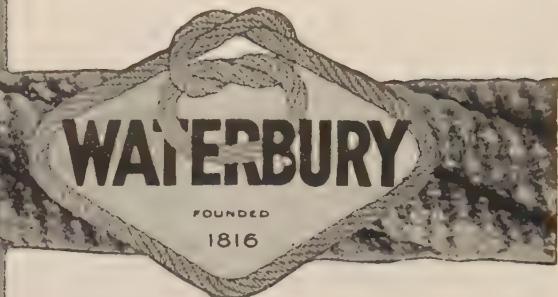
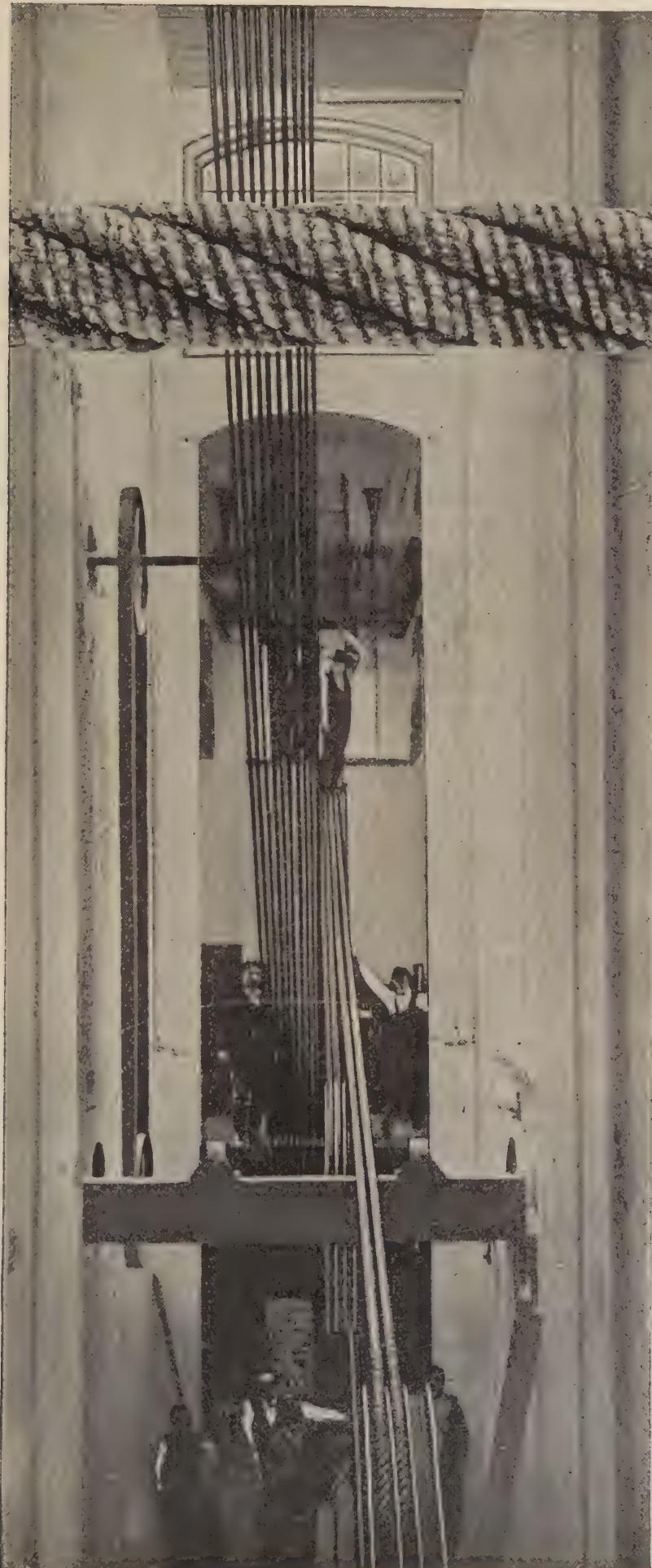
**R I D
O F
R A T S**

Patented, is Non-Poisonous, and can be used anywhere without risk of killing house pets or injuring human beings. Eight years on the market. If your dealer don't carry it, send direct to the manufacturers.

Price \$1.80 per doz. boxes; \$1.00 per lb. (Discount quoted upon request.)

THE BERG & BEARD MFG. CO., Inc., 100 Emerson Place, Brooklyn, N. Y.





Every strand of Waterbury Fibreclad Wire Rope is served with a marline covering which gives a high frictional grip, prevents chafing, and protects the wire from abrasion, rust and rot.

These features make Waterbury Fibreclad Wire Rope particularly useful for transmission of power, for hoisting and for other grain elevator uses.

Waterbury quality—the dominant characteristic of every grade of Waterbury Rope—assures long life and satisfactory rope service.

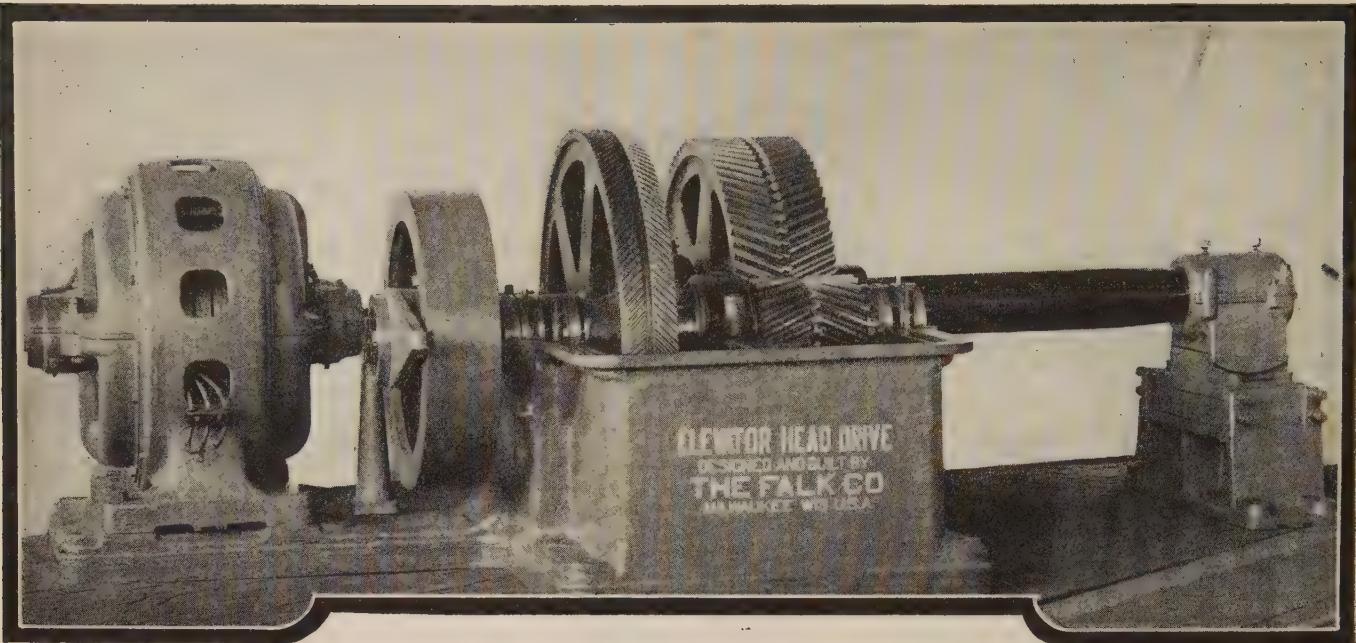


160,000 rope buyers are now using the Waterbury GREEN BOOK as a guide. A copy will be sent free on request.

WATERBURY COMPANY 63 PARK ROW, NEW YORK

Makers of Wire, Armored, Fibre and Fibreclad Rope. Also, Music Wire.

CHICAGO 609-613 North La Salle Street
SAN FRANCISCO 151-161 Main Street
NEW ORLEANS 1018 Maison Blanche Bldg.
DALLAS, TEXAS A. T. Powell & Co.
2401-W



Ready for the World's Most Modern Elevator

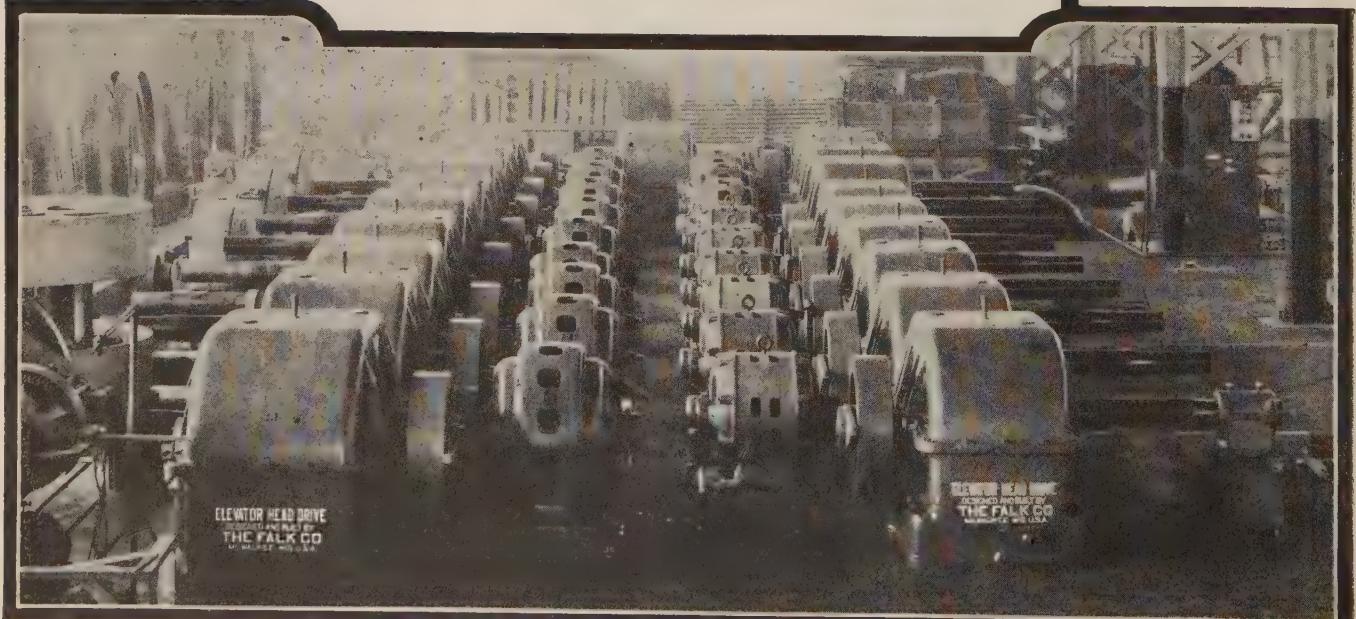
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

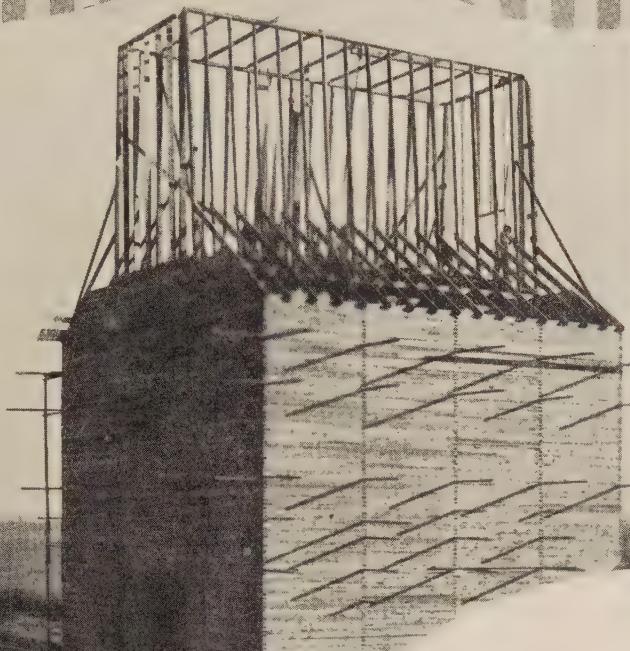
Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

THE FALK CO.
Milwaukee, Wisconsin

ELEVATOR HEAD DRIVE
DESIGNED AND BUILT BY
THE FALK CO.
MILWAUKEE, WIS. U.S.A.





Armco Protect the Skeleton

An elevator is loaded and unloaded each year. The alternate loading and unloading causes settling, and throws an additional stress upon the framework.

Skyscrapers are "concreted in" to protect the steel framework from rust and corrosion. The builder of an elevator must "concrete in" the wooden framework of his elevator by covering it with rust-resisting American Ingot Iron—he must Armco protect the skeleton of his house.

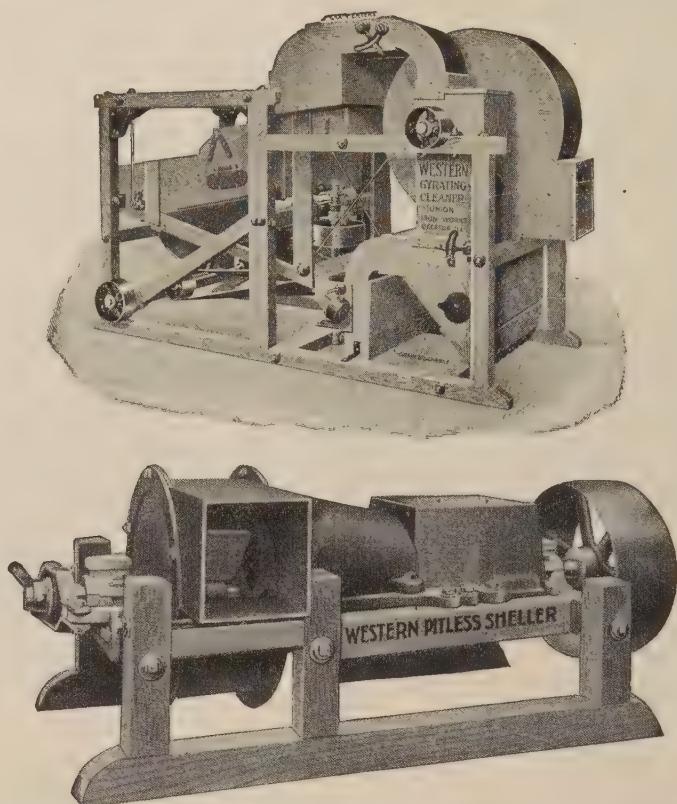
Reliable builders with a reputation to sustain protect the framework of country houses with rust-resisting American Ingot Iron. That it meets the extreme conditions of elevator operation, means it stands the test under all conditions. Armco the skeleton of your elevator.

The American Rolling Mill Co.
Middletown, Ohio



American Rolling Mill Co.
Middletown, Ohio



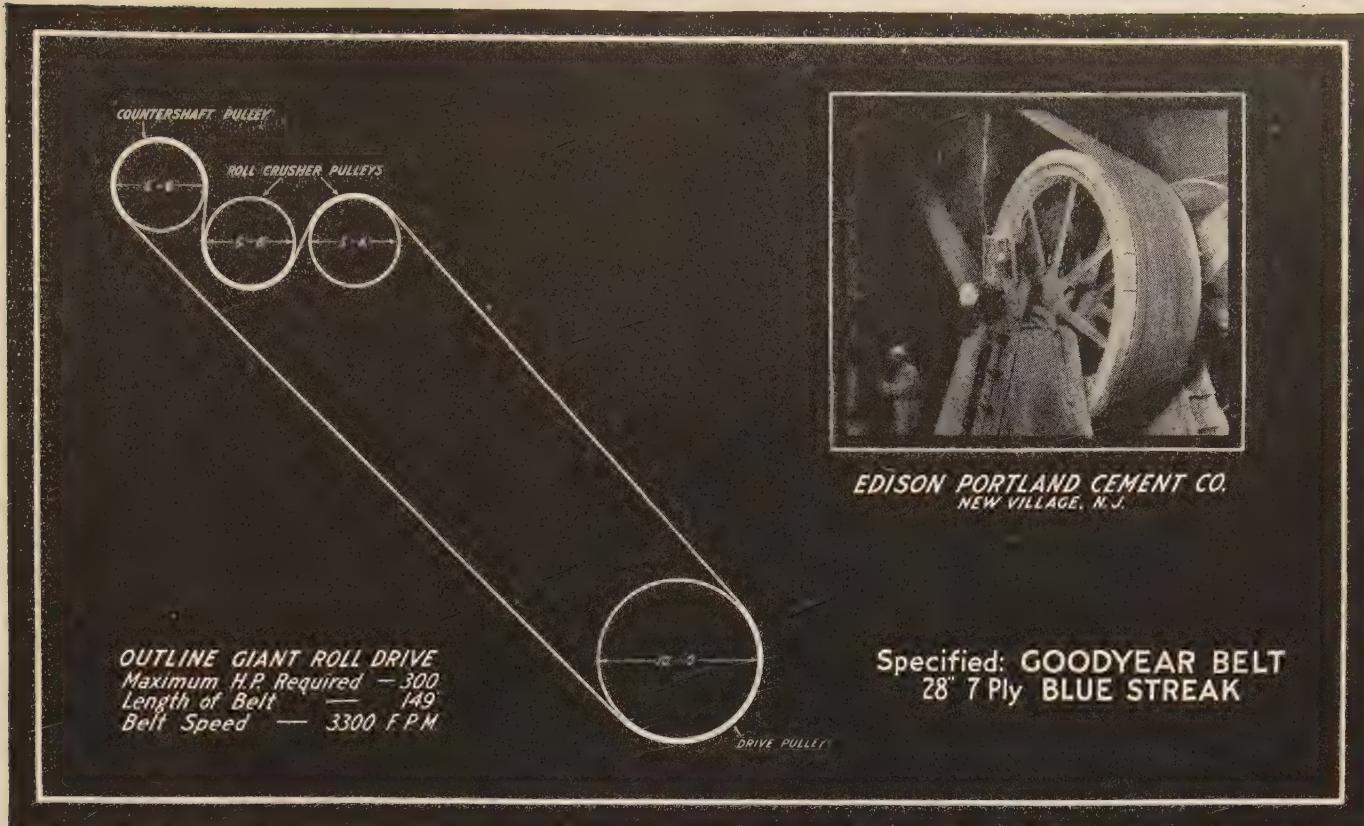


ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

UNION IRON WORKS, Decatur, Ill.



Copyright 1920, by The Goodyear Tire & Rubber Co.

Six Times the Belt Life—and the G. T. M.

Three months was the average life of a belt in the hard, intermittent service of the giant roll drive on the stone crusher in the Edison Portland Cement Company's plant at New Village, N. J.

The power demanded for crunching the limestone, the constant rain of stone dust and bits of rock falling on the belt, and the crusher design that required the use of both sides of the belt, all proved too severe for even the better grades of belting which the Company was using. Some of the poorer ones lasted only two weeks.

The prospect of better service from a belt scientifically specified to that gruelling duty was held out by the G. T. M.—Goodyear Technical Man. The Company authorized him to make an expert analysis of the drive, and co-operated in his work by supplying full information on service conditions peculiar to the plant.

Among other facts, the following salient features of the giant roll drive were noted by the G. T. M. in his study: the belt drives over the pulley on the first roll, under on the second, and over the driven pulley on the countershaft; all these pulleys are 66" in diameter; the drive shaft pulley is 10" in diameter; the drive inclines at a 45° angle; speed maintained, 3300 F. P. M.; the power required is 300 horse.

He recommended a Goodyear Blue Streak Belt, 28-inch, 7-ply—a great, strong belt, proof against slippage, liable to little stretch, and full of life. It has transmitted full power to the heavy rolls with unfailing certainty. It has ended the troubles of cutting and splicing that other belts developed by their tendency to stretch.

It lasted seventeen months before being replaced by another Goodyear Blue Streak Belt of the same quality and dimensions. Throughout its term of service it gave full measure of dependable, trouble-free, powerful transmission. It registered economy in its extra life, in freedom from repair costs, and in demonstrable value as a factor for increased production and general plant efficiency.

These profitable results of Goodyear Belt Service on the giant roll have made the Edison operating officials firm believers in the Goodyear plan of specifying a belt to its work. They have had the G. T. M. make other analyses, and ordered Goodyear transmission, elevator and conveyor belts in accord with his recommendations.

The same service, in G. T. M. knowledge and in these Goodyear Belts that we make to protect our good name, is at your command for a single drive or an entire plant. Write to The Goodyear Tire & Rubber Company, Akron, Ohio, or Los Angeles, Cal., for further information about it.

GOOD  **YEAR**

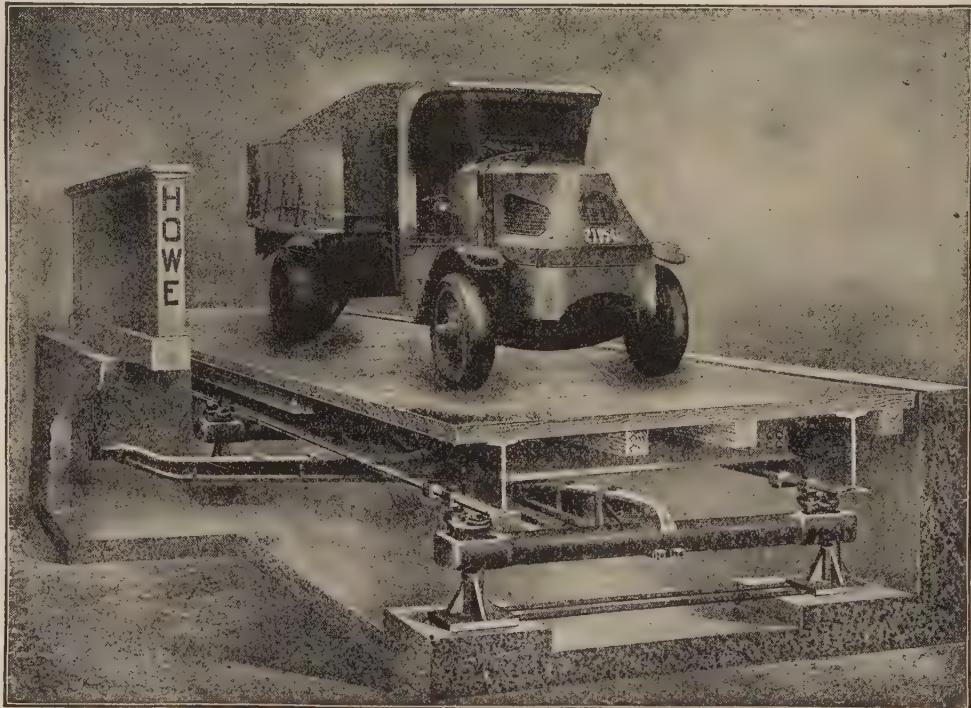
Howe Auto Truck Scales with Ball Bearing Platform

The large increase in the use of Auto Trucks throughout the country has created an enormous demand for Auto truck scales.

If you *buy and sell* by *weight* you want the best weighing device made. The HOWE will answer this description. The 1920 demand will be greater than the supply.

Get your order in early.

H
O
W
E



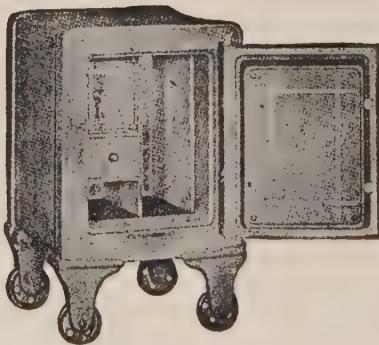
H
O
W
E



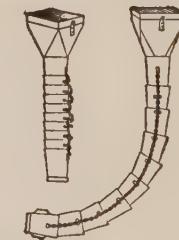
Spiral Conveyor



Flexible Spout Holder



Fire Proof Safes



Flexible
Loading
Spouts



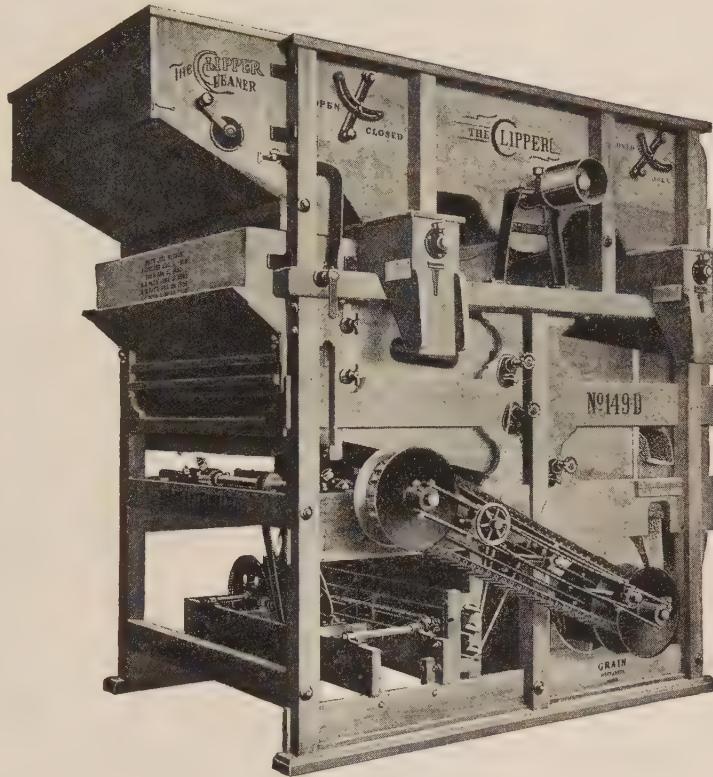
All Styles Buckets

We carry large stocks of Pulleys, Belting, Sprockets, Transmission Rope, etc., for prompt shipment. When in need write us.

American Supply & Machinery Co., Omaha, Nebraska

CLIPPER

Double Suction Grain Cleaners No. 149-D and No. 8-D



Do you realize the practical changes that have been made in the mechanism of the Clipper Cleaner in the last few years?

**Variable Air Regulator
Ball Bearing Suction Fans
Ball Bearing Loose Pulley
Improved Screen Holders
New Type Cross-Head for
Traveling Brush Drive
Brush Carrier Adjustment**

In all these ideas the Clipper leads the Grain Cleaner industry, and it is just such things that make the Clipper the most popular Cleaner on the market today.

No other machines have as many wonderful time and labor saving devices. Skilled labor is constantly becoming higher

in price and more difficult to secure. Every move or every minute saved will enable you to take care of your business more easily and more profitably.

The Double Screen system by which the wheat and oats screens are always in the shoe, save the trouble of changing screens. The grain is shifted by a gate onto the screen you desire to use.

Our Traveling Brush system prevents the screens from filling and the screens work to limit capacity and highest efficiency all the time.

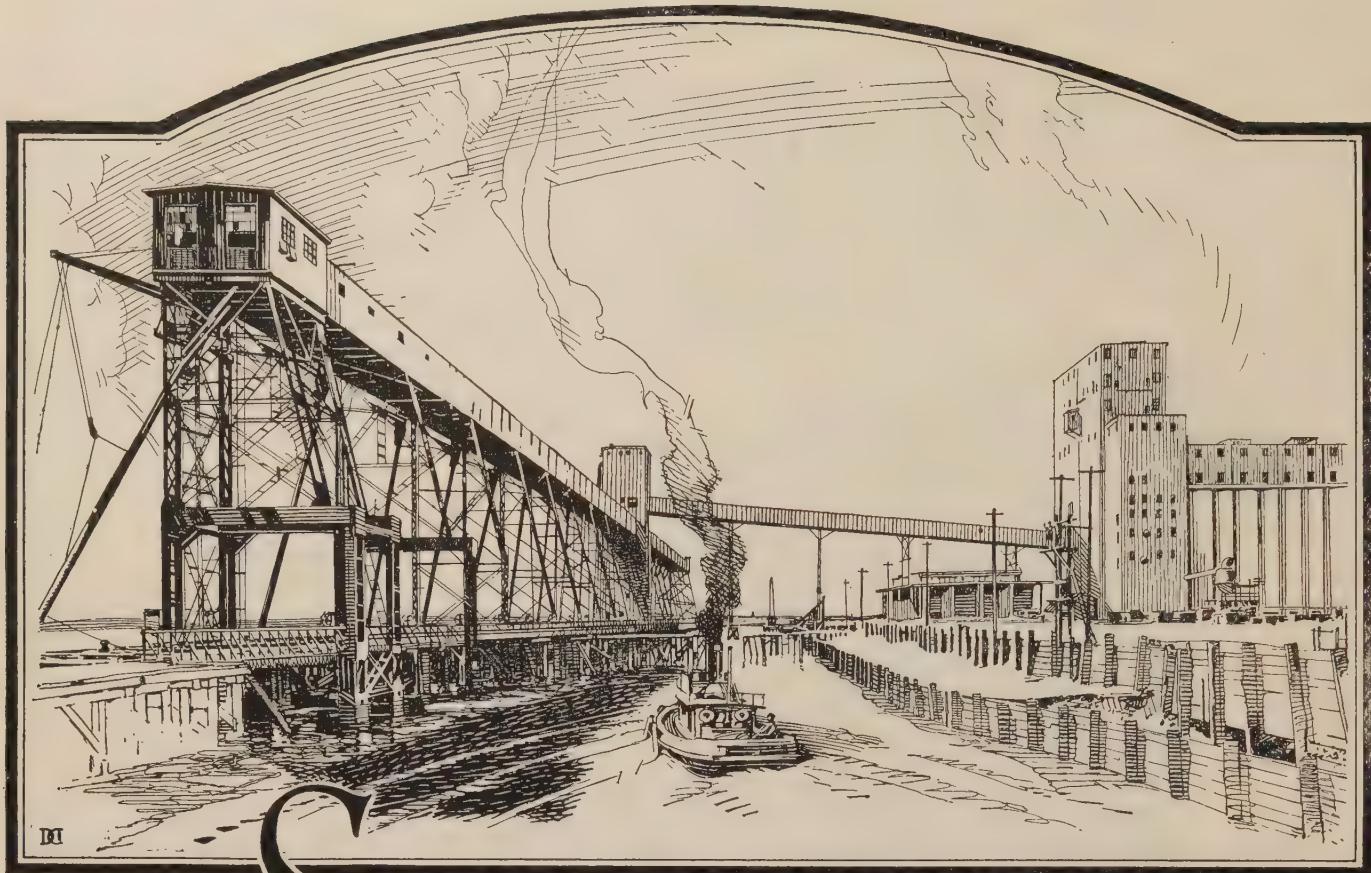
Ball Bearings on Exhaust fans reduce friction, save power and eliminate hot bearings.

The Variable Air Regulator enables you to secure the desired blast without any annoying changes of pulleys or shifting of belts.

The improvements, labor and time saving devices on our machines make it well worth your time to investigate our claims if you are interested in grain cleaning equipment.

May we send you catalog of our complete line?

**A. T. FERRELL & CO.
Saginaw, W. S., Michigan**



S TRICHTLY as Man to Man—

When you buy belts for handling grain, you want the longest possible service at the least cost—that's fundamental.

That is what you get in Goodrich Grain Belts because they're built for service. In one of the largest and newest railroad terminal elevators in the world there have just been placed in operation over eight miles of these belts—selected above all for just this reason.

Goodrich "Carigrain" and "Legrain" Belts are built to run for years without deterioration. No stretch to make take-ups necessary. No edges peeling—no "Bootlegging." And here's the reason: out of fifty years of manufacturing, we've got the secret of keeping the rubber friction live and elastic over a long period of years.

THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio

Goodrich

"Carigrain" and "Legrain" Belts



The Feed for any Breed

EAST—West—North—South— wherever dairy cows are raised there is **ONE** combination of feeds that has proven its right to be the acknowledged *best* feed for dairy cows of *any* breed.

36 World's Champions—cows of every breed have made their world's records with the help of these result producing feeds. A record that cannot be equaled by all other feeds in the world combined.

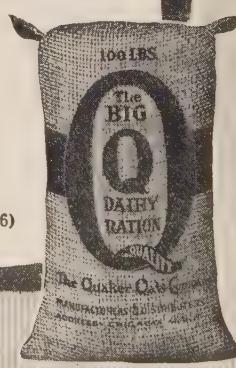
The Secret of This Unusual Success of **SCHUMACHER FEED** AND **BIG "Q" DAIRY RATION**

is solely due to the fact that they supply dairy cows with the most ideal combination of carbohydrates and proteins. This means the right nutrients for bodily maintenance, health maintenance as well as for maximum milk flow. With Schumacher Feed as the carbohydrate or maintenance part of the ration and Big "Q" the high quality protein feed for milk production, you have a combination which is ideal and easily proportioned to suit each individual cow to the best advantage. No guess-work—no undue mixing, labor or waste of time. That's why these two feeds find such ready sale among farmers and dairymen.

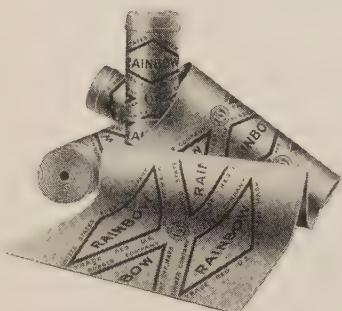
If you are not handling these feeds you are overlooking one of the best opportunities of the feed dealer. Write for our attractive dealer's proposition. Let us show you how we help you develop a bigger and more profitable feed business.

The Quaker Oats Company
Address, CHICAGO, U. S. A.

(D-6)



Rubber Goods for Flour Mills



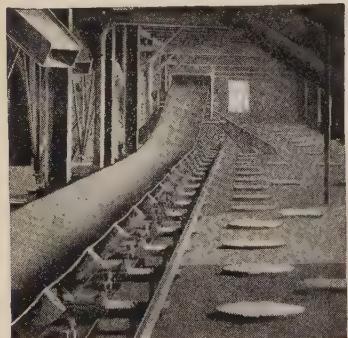
Rainbow Packing



Rainbow Steam Hose



Linen Fire Hose

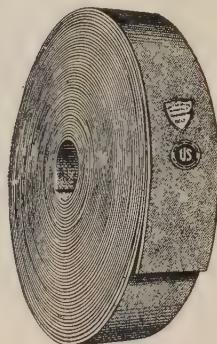


Grainster Belt

THE grain trade salesmen and the practical factory men of the United States Rubber Company are qualified through study and experience to recommend the right mechanical rubber goods for any condition existing in this industry.

They are ready to assist flour mill operators by advising as to the best application of mechanical rubber goods in order that the greatest possible service may be obtained for every dollar invested.

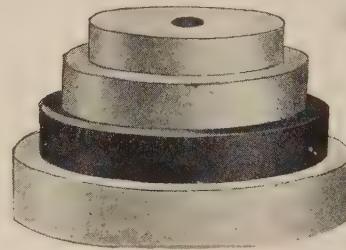
Take advantage of this Company's facilities and experience when in the market for mechanical rubber goods. Through our nearest Branch you can obtain the fullest co-operation of our organization.



Rainbow Belt



Perfected Water Hose



Pump Valves



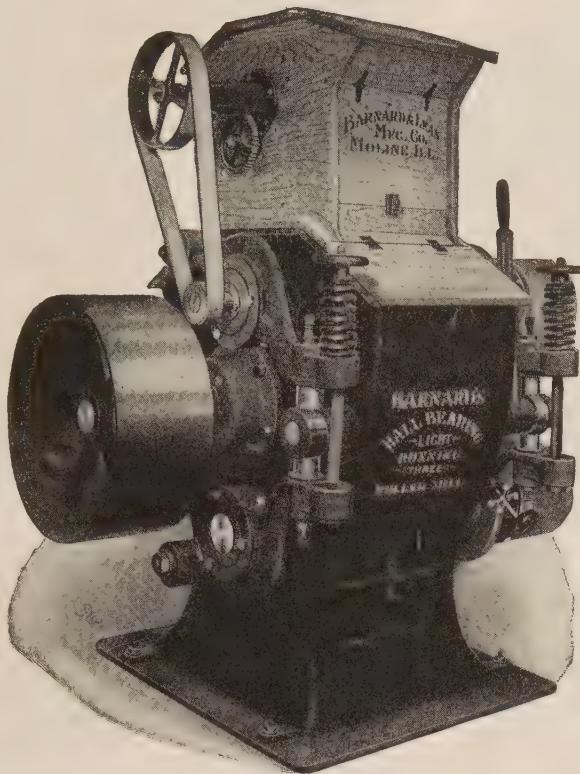
U. S. Elevator Belt

United States Rubber Company

*The World's Largest and Most Experienced
Manufacturer of Mechanical Rubber Goods*

BELTING	HOSE	PACKINGS	MISCELLANEOUS
<p>Transmission "Rainbow," "Pilot," "Shawmut," "Giant Stitched,"</p> <p>Conveyor "United States," "Grainster,"</p> <p>Elevator "Matchless," "Granite," "Grainster,"</p> <p>Tractor "Sawyer Canvas," "Little Giant Canvas,"</p> <p>Agricultural "Rainbow," "Bengal," "Grainster," "Sawyer Canvas,"</p>	<p>Air "4810," "Dexter,"</p> <p>Steam "Rainbow," "Giant," "Perfected,"</p> <p>Water "Rainbow," "Mogul," "Perfected,"</p> <p>Suction "Amazon," "Giant,"</p> <p>Garder "Rainbow," "Mogul," "Lakeside,"</p> <p>Also Hose for Acetylene, Oxygen, Acid, Air Drill, Auto Radiator, Car Heating, Air Brake, Gasoline, Oil, Hydraulic, Chemical, Coke, Creamery, Discharge, Vacuum, Sand Blast, Spray, etc.</p>	<p>Sheet "Rainbow," "Vanda," "Paramo,"</p> <p>Rod "Wizard," "Rainbesto," "Peerless," "Honest John," "No. 573" and hundreds of other styles in coils, rings, gaskets and diaphragms —</p> <p>Usco Valves —</p> <p>THE RIGHT PACKING IN THE RIGHT PLACE</p>	<p>Mats, Matting and Flooring, Plumbers' Specialties, Rubber Covered Rolls, Friction Tape, Splicing Comp'd, Dredging Sleeves, Hard Rubber Goods, Printers' Blankets, Tubing, Soles, Heels, Jar Rubbers, Moulded Goods</p>





Barnard- Moline B-B Light-Running Three-Roller Feed Mill

Most Profitably Operated

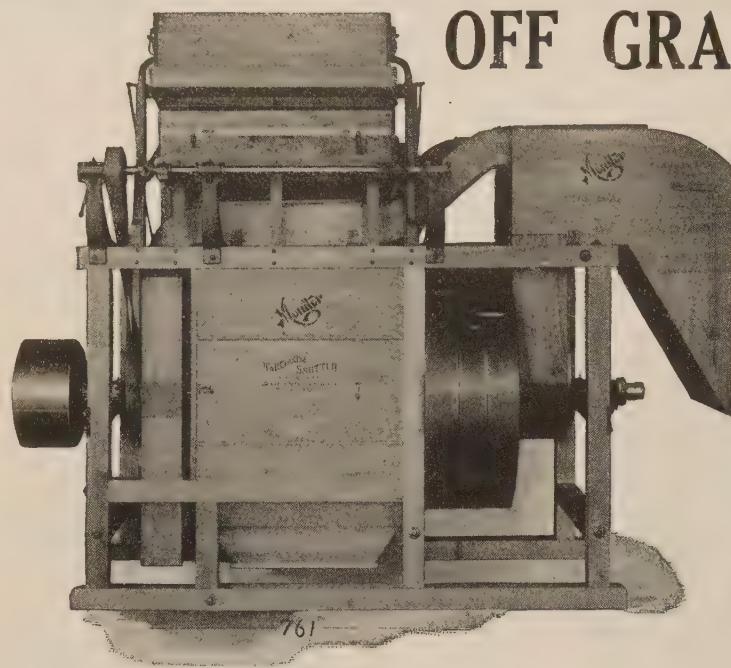
This feed mill is considered by its hundreds of users, to be the most profitable to operate, because of it being light running, it requires less power and oil. This saving has been accomplished by the use of ball bearings.

Although we especially recommend this machine for the coarser work of grinding coarse corn meal and chop feed, it is also splendidly adapted for grinding barley, wheat for graham, rye and other small grains. This machine has very large capacity considering the length of rolls, and is equipped with a roll feeder, which is easily set and adjusted and feeds a steady even stream to the rolls. All other adjustments are simple, efficient and first class, and the grinding is easily controlled

Write today for Special Bulletin No. G-5

"We have everything for Elevator and Feed Mill from pit to cupola. Write us your wants."

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



OFF GRADE WHEAT

is bound to come your way

The Man Operating the
Monitor Warehouse
 Smutter
welcomes it

*He knows that this machine will bring
 it to grade making a nice profit
 in the operation.*

Why not equip ready for every contingency?

Canadian Plant
HUNTLEY MFG. CO. Ltd.
 Tillsonburg, Ont.

P. O. DRAWER B.

HUNTLEY MFG. CO.

SILVER CREEK, N. Y.

"Standard" Steel
 and Galvanized Iron

Mill and Elevator Equipment

Unsurpassed facilities and years of engineering experience make "Standard" Products Dependable.

When in need of Tanks, Stock Bins, Tempering Bins, Spouting, Elevators, Legging, Buckets, or other Mill Equipments,

Write for quotations

Standard Steel Works

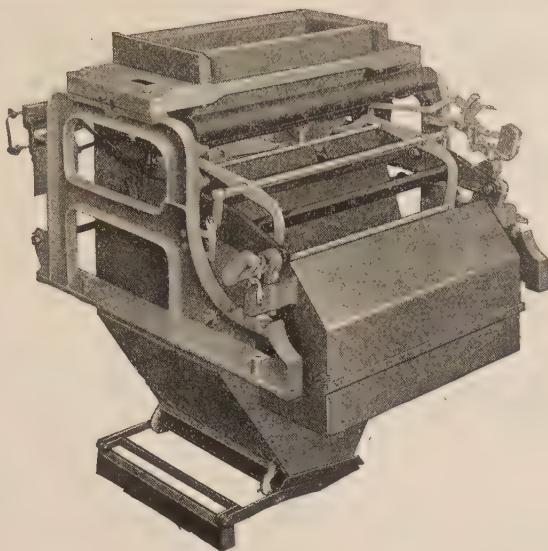
Successors to The Ell-Kay Mfg. Co.
 1726 Tracy St., Kansas City, Mo.

**THE DIXIE
 MILLER**
 ATLANTA, GA.

A Monthly Journal
 Devoted to Milling,
 Flour, Grain

Established 1893
 Subscription Price \$1.00 a Year

Sample copy furnished to interested
 parties upon request



GRAIN SHIPPERS!

Are You Adequately Protecting Your Rights?

The Law's Requirement Is Specific :

"All Shipping scales—automatic, semi-automatic and hand operated hopper scales—must in construction and design comply with the specifications laid down by the Interstate Commerce Commission in Docket No. 9009."

That is only ONE REASON for investing in a

RICHARDSON

Automatic Shipping Scale

There are a dozen OTHERS. Not only does a Richardson meet fully the requirements of the Interstate Commerce Commission, but it affords the Country Grain Shipper the best means obtainable to prove his weights.

Man-made errors are impossible when the operation of a machine is continuous and automatic and does not in any way depend for accuracy upon careful hand adjustments by the operator. The Richardson is such a machine. It is entirely self functioning, self adjusting and self recording. It performs the whole operation of accurately and automatically weighing out carload shipments, and it is a machine that can be easily and inexpensively installed in the cupola of a Country Elevator.

Weigh your grain direct to cars in a Richardson and you are not taking chances of its going astray.

Richardson Scale Co.
Passaic, N. J.

Chicago

Minneapolis

Omaha

Wichita

WARNING

All users of Dust Collectors in the United States are hereby notified that the right to the patent on the long-cone dust collector has been awarded to Mr. Robert L. Bobbitt, of Wichita, Kansas, and the said patent will issue on the 5th of October, 1920, to the undersigned company as assignee, Mr. Bobbitt's application for a patent was filed in November, 1914, and thereafter was placed in interference with an application of one F. A. Wegner. The ensuing litigation extended over several years and Mr. Bobbitt successfully established his right to the invention before the Examiner of Interferences, the Board of Examiners in Chief and the Commissioner of Patents. Wegner made his final appeal to the Court of Appeals of the District of Columbia, but the case was there abandoned by him, or those backing him, and the final award, as stated, made to Mr. Bobbitt. We are aware that during the time Mr. Bobbitt was being deprived of the fruits of his invention by the course of the above litigation, Wegner had succeeded, either directly, or through others whom he had induced to become interested with him, in installing a relatively large number of these dust collectors. We are also aware that certain other concerns and individuals have undertaken to make and market these dust collectors. To all such, and to all unauthorized users of the Bobbitt, or long-cone type, of dust collector, we give further notice that, beginning October 5, 1920, every person, firm, or corporation manufacturing the above type of dust collector without license from us will be guilty of infringement. Every person, firm or corporation who, after October 5, 1920, sells, purchases or USES these dust collectors so made without our authority or license, will be guilty of infringement; and we shall promptly institute suit against all infringers of this patent.

All who have heretofore purchased these dust collectors from Wegner, or from any other person or concern, other than Mr. Bobbitt, and many of whom acted innocently in doing so, will be given an opportunity to settle with us on terms which we will make exceedingly reasonable; failing to make such settlement they will be classed as infringers in the continued use of the unauthorized machines and proceeded against accordingly.

BOBBITT DUST COLLECTOR CO.

F. S. Larabee, President,
305 Security Building,
Kansas City, Mo.

Bruce S. Elliott, Counsel,
Bank of Commerce Bldg.,
St. Louis, Mo.

THE NEW CARTER DISC SEPARATOR

FOR SEPARATING

OATS and BARLEY FROM WHEAT

ONCE THRU GIVES A PERFECT CLEAN UP

YOU WILL BE INTERESTED IN THIS MACHINE

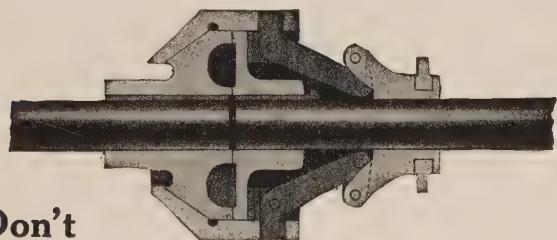
WRITE FOR CATALOG

CARTER-MAYHEW MFG. COMPANY

607 FIFTH AVENUE, SO.

MINNEAPOLIS, MINN.

Address Canadian Inquiries to STRONG-SCOTT MFG. CO., Ltd., Winnipeg



Don't
Say Clutch
Say **PEERLESS**

The PEERLESS Clutch a radically, differently constructed device for this purpose, was designed and proven to have more area of friction surface, less parts, simpler and perfect adjustment, greater stability and longer life. It is constructed entirely of metal of our own formulas and is so mechanically, perfectly assembled that proper lubrication reaches all friction surface. For high speeds and heavy duty we bronze line all friction surfaces in addition to the bronze bush sleeve, which is our standard equipment. The arrangement of links and levers is such that Clutch cannot be accidentally engaged or disengaged.

WRITE FOR DESCRIPTIVE CATALOGUE AND PRICES.

We carry a complete stock of Elevating, Conveying and Power Transmitting Machinery for Grain Elevators, Flour Mills, etc. We are also prepared to design complete Elevators and earnestly solicit your inquiries.

Essmueller Mill Furnishing Co.

1216-24 SOUTH 8th ST.

ST. LOUIS, MO.

IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets $3 \times 6\frac{3}{8}$ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book $7\frac{1}{2} \times 12$ inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (200 pages) \$1.75

Form 19GT Triplicating (300 pages) 2.25

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.

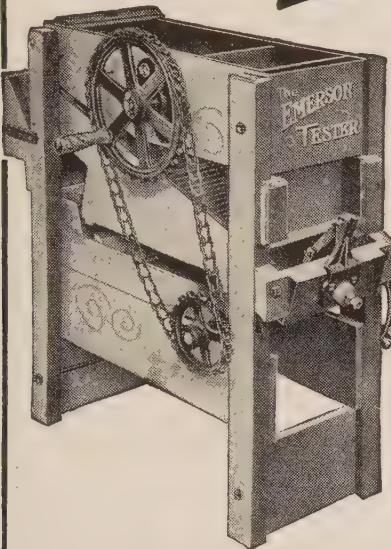
DOCKAGE TESTER

Adopted by
U. S. GOVERNMENT

Present conditions demand accuracy in testing grain—your profits depend upon your tester. Don't take chances with experiments or guess.

THE EMERSON

is no experiment. It is
and officials who must
times and under all



Can Be
Furnished
with Motor Drive

NEW KICKER

used by all grain men
have accuracy at all
conditions.

10,000 KICKERS

are now in use—the Government uses over 100—Line, Independent and Farmers Elevators all over find the Emerson dependable and a sure enough arbiter between seller and buyer on any dockage dispute.

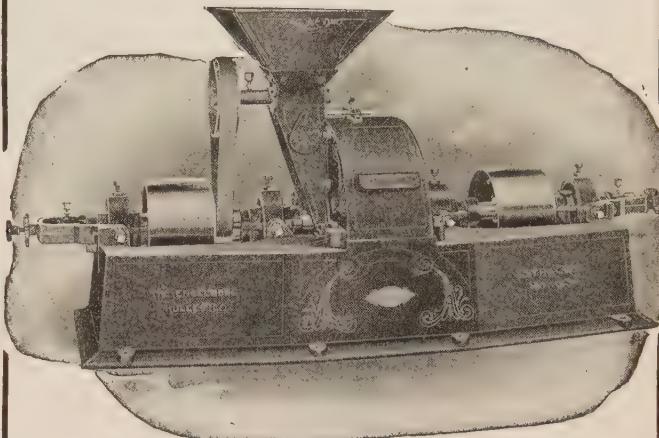
Write for pamphlet
and particulars.

Emerson Mfg. Co.
2819 Lyndale Ave. So.
Minneapolis, Minn.
Winnipeg, Can.

U MAY

find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.

You Cannot Judge A Mill by the Advertised Description



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

THE ENGELBERG HULLER CO.
831 W. Fayette Street

SYRACUSE, N. Y.

Too Many Buyers

Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

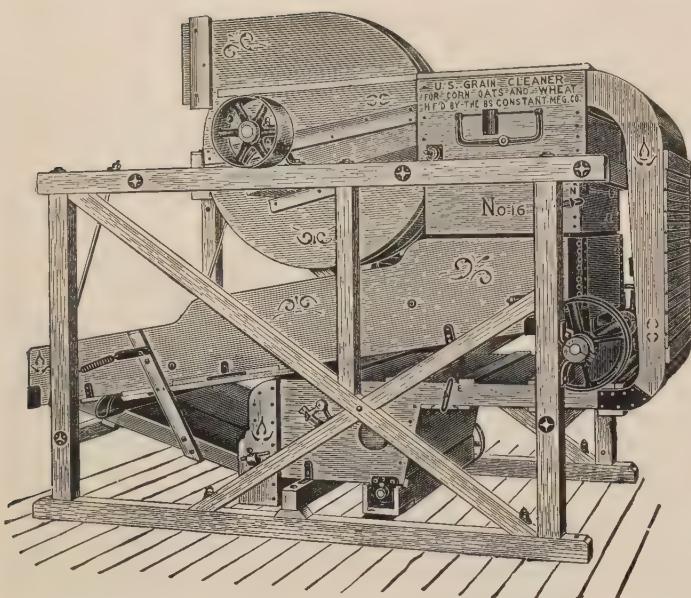
FOR SALE—Three Roll Willford Mill in
good condition; \$50.00 buys it. Cook Bros.,
Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current
600 Volt, about 1000 Revolutions per minute,
Electric Motor. Write Cook Bros., Wood-
ward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line
each insertion.



Quality Cleaning

You grain men of experience know that clean grain brings a premium price at the terminal markets. For this reason your elevator should be equipped to thoroughly clean all grain before shipping.

The U. S. Grain Cleaner

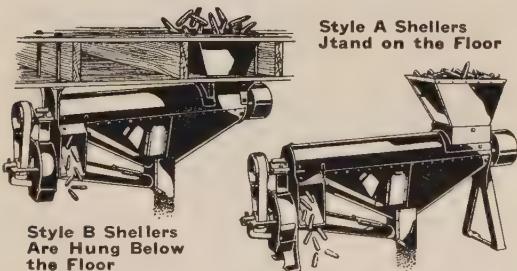
is acknowledged a leader in satisfactory performance, and has built up a reputation for operating efficiency and economy that needs no remarks on our part.

Satisfied users are our best endorsements and to them we will gladly refer any prospective buyers of grain cleaning machinery; knowing their testimony will bring the purchaser to the U. S. factory.

Write for further information about this cleaner and other grain elevator machinery.

B. S. Constant Manufacturing Co.

Bloomington, Illinois



**YOU CAN HANG
TRIUMPH SHELLERS
BELOW THE FLOOR
OR STAND THEM
ON THE FLOOR**

And either way they shell corn thoroly and cost little to run.

Bulletin giving sizes, capacities, and power requirements gladly mailed upon request.

THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio

Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for— Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for— Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8 1/2 x 14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$2.75 per copy

GRAIN DEALERS JOURNAL
315 South La Salle St. Chicago, Ill.

CALDWELL MILL and ELEVATOR SUPPLIES



Steel Buckets for grain, flour and ear corn.

Cast Iron and Steel Boots.

Bucket Bolts.



Car Movers, Car Pullers, Automatic Power Grain Shovels, Turn Spouts, Turn Heads and Distributors, Steel Leg Casings and Spouting, Gears, Pulleys, Sprockets, Chain, Belting, Bearings, Shafting, Friction Clutches, Screw Conveyors, Belt Conveyors.



SEND FOR CATALOGUE No. 45

H. W. CALDWELL & SON CO.

Chicago, Ill., 17th St. and Western Ave.

New York, 50 Church St.

Dallas, Tex. 709 Main St.

SPEAR



Sample
Envelopes

↓
The Best

*Grain Samples Sent the Spear Way
Always Reach Destination*

The value of supplying your customers with clean, promptly delivered samples is obvious. Do not neglect the important factor of good sample envelopes.

Write us for samples and prices today.

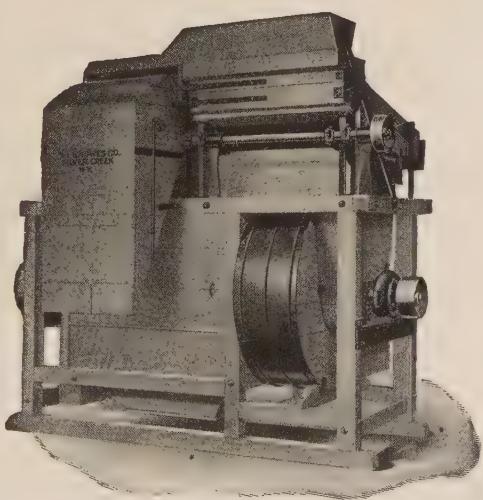
HEYWOOD MFG. CO.

420 N. 3rd St.

Minneapolis, Minn.



“EUREKA” OAT CLIPPERS



are big and strong and rugged—made to run twenty-four hours a day, and three hundred and sixty-five days in a year, and they'll do it, and do it so easily that you will forget you have one on the job.

**Maximum of Efficiency — Minimum Cost of
Upkeep. That's what is accomplished
by the**

“EUREKA” OAT CLIPPER

ASK FOR BULLETIN NO. 68.

S. HOWES CO., Inc.
SILVER CREEK, N. Y.

European Branch: 64 Mark Lane, London, England.



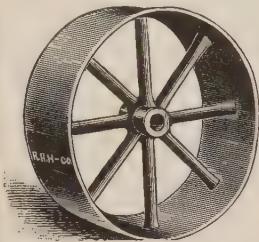
REPRESENTATIVES:

William Watson, Room 415, 111 W. Jackson Blvd., Chicago, Ill.
J. E. Gambrill, 749 E. Church St., Marion, Ohio.
J. Q. Smythe, 3951 Broadway, Indianapolis Ind.
F. E. Dorsey 3850 Wabash Ave., Kansas City, Mo.
Brinkley Supply Company, Seattle, Wash.

ORDER YOUR SUPPLIES NOW

DIRECT FROM THE MANUFACTURER

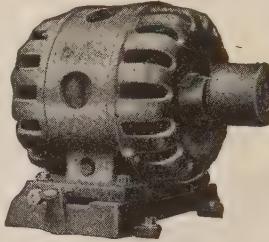
Do not wait until the last minute to order new equipment or supplies. Quick shipments will be almost impossible later in the season. Better go over your elevator now, find out what you will need to put it in first-class shape, and order early. Our complete stock of high grade Elevator and Mill Equipment is a convenient source of supply for whatever you need in this line, and our prices will save you money.



Pulleys
Belting
Elevator Buckets
Grain Spouts
Boots and Heads
Man Lifts
Gas and Oil Engines
Electric Motors

Spiral Conveyors
Shafting
Car Movers
Power Grain Shovels
Wagon and Truck Dumps
Corn Shellers
Scales
Sprocket Wheels

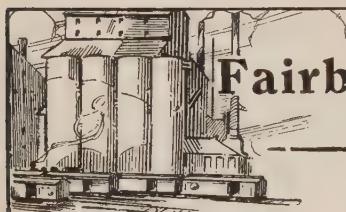
Chain Belt
Rope Sheaves
Transmission Rope
Friction Clutches
Lifting Jacks
Brooms
Car Liners
Coal Handling Supplies



HOWELL ROLLER FEED MILLS

Our big 1920 Catalog and manufacturers' discount sheet is just off the press. Write for your copy today.

R.R. HOWELL & CO.
MINNEAPOLIS MINN.



Fairbanks Scales



A Grip of the Handle Prints the Weight



With Type
Registering Beam
give you accurate
weights in tripli-
cate, printed on a
permanent record
card. No errors in
copying scale read-
ings. It builds cus-
tomer confidence.

Can be Used on any Fairbanks Wagon or Auto Truck Scale

Fairbanks, Morse & Co.
CHICAGO

Oil Engines - Pumps - Electric Motors and Generators - Fairbanks Scales - Railway Appliances - Farm Power Machinery

OUR IMPROVED Railroad Claim Book

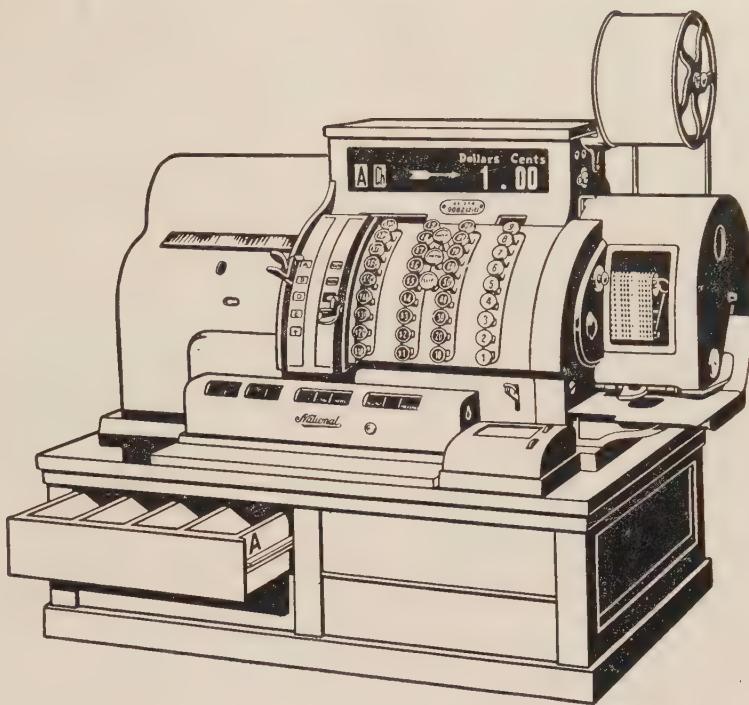
requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you to prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

- A is for Loss of Weight in Transit Claims.
- B—Loss in Market Value Due to Delay in Transit.
- C—Loss in Quality Due to Delay in Transit.
- D—Loss in Market Value Due to Delay in Fur-
nishing Cars.
- E—Overcharge in Freight or Weight.

Forms A, B, C, D and E are well bound in three books, as follows:
411-A contains 100 sets all Form A. Price, \$2.00
411-E contains 100 sets all Form E. Price, \$2.00
411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price \$2.00.

Send all orders to
GRAIN DEALERS JOURNAL
305 South La Salle Street
CHICAGO, ILL.



This National Cash Register will help you solve your "help" problem.

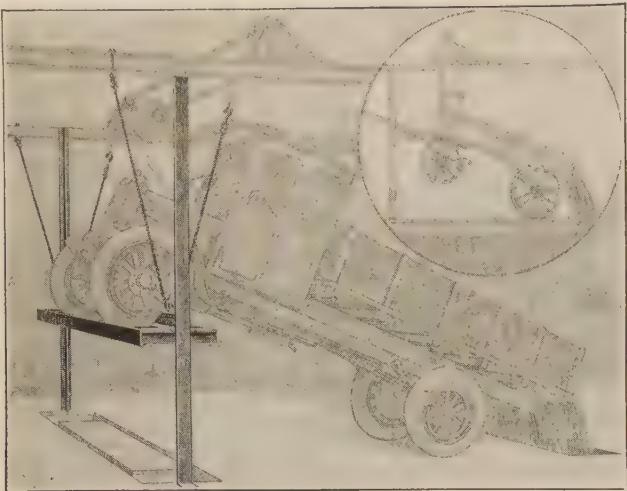
Interest your clerks in the business and they will work in your interest. Your good clerks will not leave and all of your clerks will become better clerks.

One of the surest ways to interest your clerks in the business is by having a profit-sharing or bonus plan.

The best way to get the necessary figures for such a plan is by using an up-to-date National Cash Register. It gives you printed and added records which show (1) the total sales of each clerk, (2) the number of customers waited on by each clerk, (3) the volume of sales in each department of your business.

We make cash registers for every line of business. Priced \$75 and up.

NATIONAL
CASH REGISTER CO.
DAYTON, OHIO.



Showing any overhead system operating with

Standard Truck Dump

(Patent Applied for)

Doubles Lifting Capacity.

Easy to Install.

No additional machinery necessary.

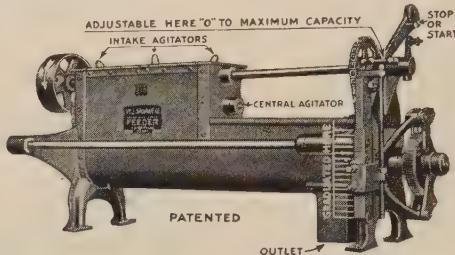
Does not interfere with your present method of dumping.

PARENT & COMPANY
UNION CITY INDIANA

FEED MEN:

Efficiency of Operation determines your profits.

GAUNTT gives greater efficiency, therefore, greater profits.

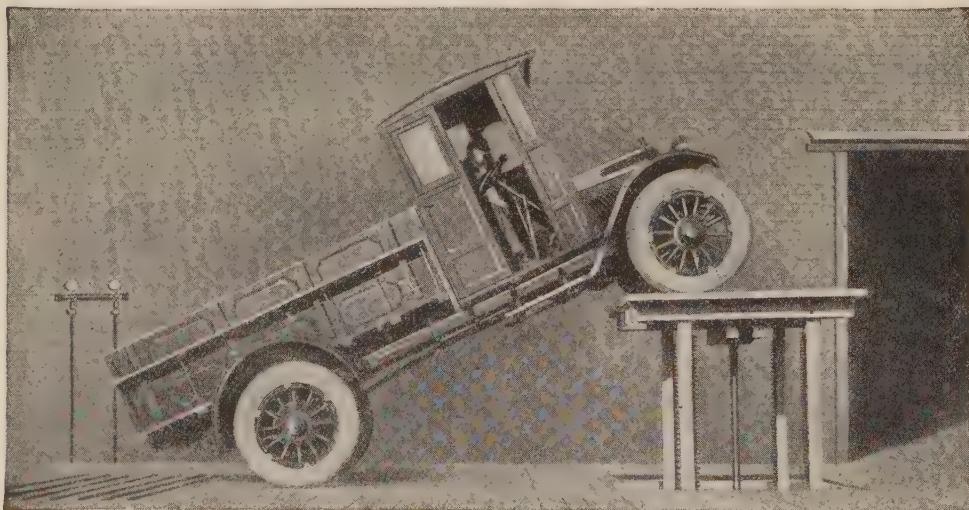


If You Have Feeder Troubles
Install the GAUNTT and
Forget Them

W. J. SAVAGE CO., Inc., Knoxville, Tenn.

NOTE—We build complete feed plants and furnish plans.

Your Elevator Needs A Trapp Combination Truck and Wagon Dump



And All Your Patrons Would Appreciate your thoughtfulness, if you provide modern truck dumping facilities with which to handle their new auto trucks, and dump all trucks speedily—with perfect safety to trucks and drivers.

The Installation of a Trapp Dumping System

would not interfere with, or delay your receipts of grain from the farmers. There would be no extensive re-modeling of any kind necessary; simply cut out space wide enough in which to place the TRAPP TRUCK DUMP or COMBINATION DUMP.

Your Trapp Dumping System

would be sent to you complete, with all parts carefully made from the best materials and by the best workmen, in our Omaha Factory. You would not have the burden of making any of the wooden parts yourself, as you would with some other dumping systems. TRAPP DUMPS are in successful use and operation almost everywhere. Every installation has been a success; and is giving entire satisfaction.

SEND TODAY and get our circulars and prices. You should investigate the TRAPP DUMP at once. **ORDER ONE**—and thus make the best possible disposition of all truck-dumping problems at your elevator.

Address your letter or card to

Trapp-Gohr-Donovan Company

Sole Manufacturers and Patentees

1125-27-29 North 22nd Street

OMAHA, NEBRASKA

THINK OF IT!!

A First-Class Truck Dump for \$135.00

Can be installed in any elevator without disturbing any part of your elevator.

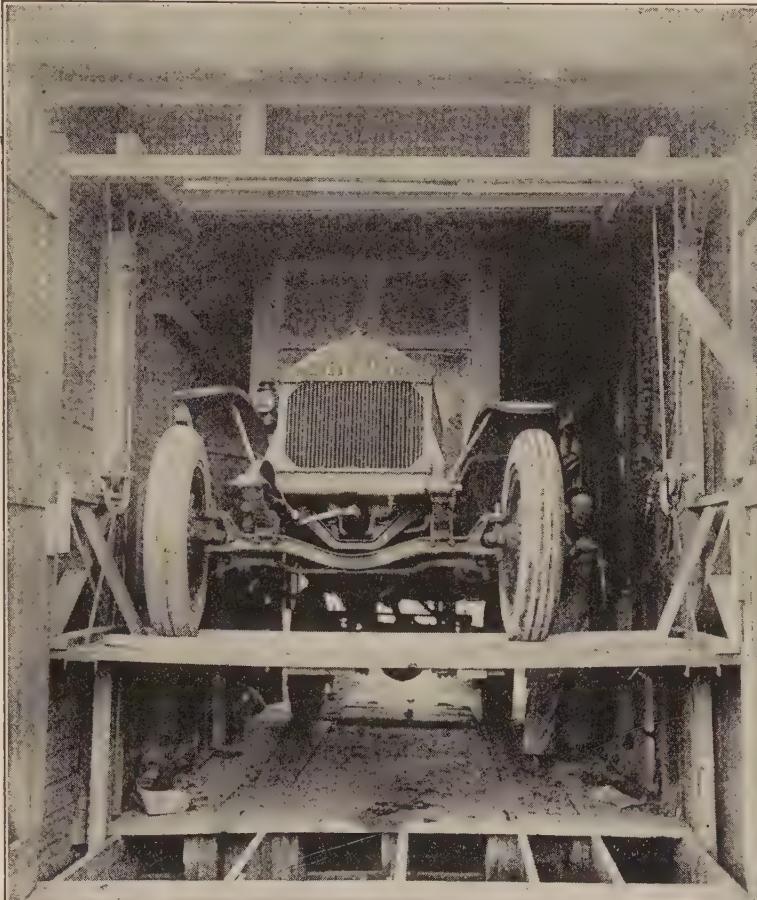
Can be used in connection with your wagon dump.

Can be installed by anyone in less than a day.

All shipped on 60 days trial from day of installment.

Of all the many dumps we sold not one has been returned.

Literature, specifications and all details mailed upon application.



This illustration shows the dump in actual service raising a 3-ton Sandow truck

York Foundry & Engine Works
York, Nebraska

Exclusive Manufacturers of
THE POWER'S
Safety Controllable Truck Dump

WE ALSO MANUFACTURE EVERYTHING FOR YOUR ELEVATOR IN
Grain Handling Machinery

Hall Signaling Distributors



are wonder workers.

They utilize all the bin space, but occupy less cupola space, increasing the value of the whole plant.

In efficiency, they are unequalled. They are as durable as the elevator structure. They are simple, only two moving parts. They never need repairs.

You will find them everywhere, and everywhere giving perfect satisfaction.

HALL SPECIAL

A Perfect Elevator Leg

Speeded, spaced and proportioned correctly. The greatest possible capacity, perfectly handled, without stopping, without choking, without backlegging.

Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt
price; or on trial to responsible
parties. Has automatic valve and
fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



When You Think of Electrical Construction or Repairing—THINK OF

Pierson-Wilcox Elect. Co.
MINNEAPOLIS, MINN.
ESTABLISHED 1898



PAINT ECONOMY

is not the price paid "per gallon," but the years of service given.

DIXON'S Silica PAINT

has unusual qualities for protecting metal and wood surfaces. An unequalled record for over Fifty years.

Remember the Dixon Company manufactures this paint in FIRST QUALITY only, a guarantee of satisfaction, reliability, service and economy. Write for long service records and Booklet No. 15B.

JOSEPH DIXON CRUCIBLE COMPANY
JERSEY CITY, N. J.
ESTABLISHED 1827



Globe Combination Auto Truck & Wagon Dump

SIMPLE - RELIABLE - PRACTICAL

(SPENCER PATENTS FEB. 1919)

Excerpts from Customers' Letters That Tell the Whole Story in a Nut Shell

Farmers Elevator Co., Conde, So. Dakota—

"To make a long story short, your dump is a world beater and labor saver."

Farmers Elevator Co., Brunsville, Iowa—

"I don't know of anything better and I doubt if there are as good. It works perfectly satisfactory always."

South Dakota Grain Co., Letscher, So. Dakota—

"It has worked to our complete satisfaction, giving us no trouble at any time. Operates as well in cold weather as in warm weather."

Pratt Mills, Pratt, Kansas—

"We can cheerfully recommend your dump as being absolutely fool proof and in our estimation the best combination dump we have ever seen; in fact we would not be without it at any price."

Kansas Flour Mills, Wichita, Kansas—

"After your dump was installed and thoroughly tested, we placed an order with you for 40 additional dumps; these have all been ordered out and in addition we have purchased four more making a total of 45 dumps we have ordered from you to date."

Lakefield Farmers' Co-operative Elevator Co., Lakefield, Minnesota—

"The writer had the pleasure of seeing a great many dumps at several conventions but none appeal to me as does the Globe Dump."

Grundy Canning Co., Grundy Center, Iowa

"Last spring we purchased from you your Globe Truck & Wagon Combination Dump and wish to state ever since it has been installed it has worked perfectly."

Thos. Page Milling Co., North Topeka, Kansas—

"We are pleased to state that the Globe Automatic Dump purchased from you last winter has been installed for the past four months and is giving the best of satisfaction. We find it a Time Saver and economical to operate; use about 4 lbs. of air to dump wagon and about 10 lbs. to dump four-ton truck. In general we think it the Best Dump on the market."

Manufactured by
Globe Machinery & Supply Co.
Des Moines, Iowa.

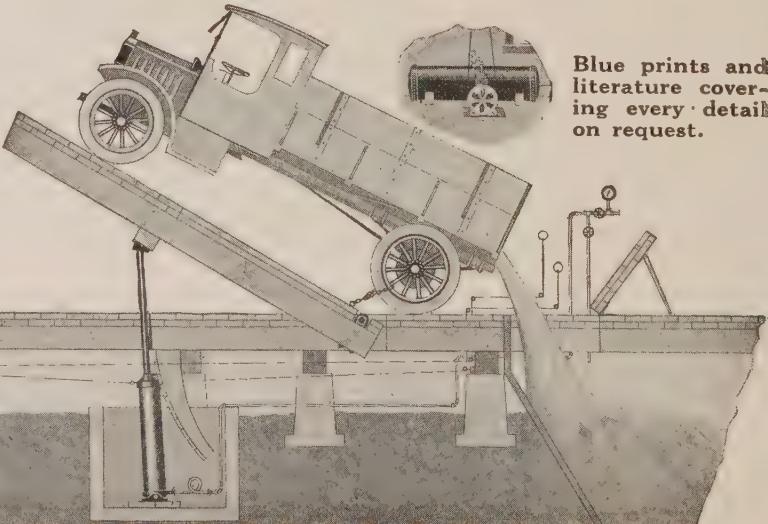
We Make Prompt Shipments.

Our users make these statements because they have found our dump to be the Simplest and Most Practical dump on the market for the dumping of Trucks, Wagons or Sleds.

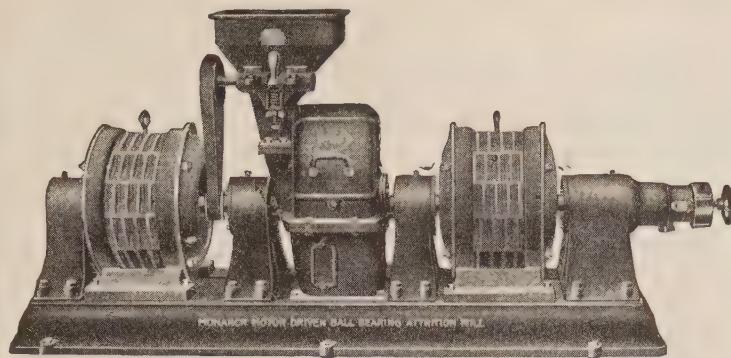
SIMPLICITY—Just this word on the Simplicity of our dumps: One of our dump's strong points of superiority is its **SIMPLICITY**. If you wish to lift a trap door and have strength enough in your arm, wouldn't you go ahead and lift without the aid of weights, gears, etc.? Of course you would. In the same way the Globe dump lifts the door by the simple means of a **POWERFUL, STEADY, STRONG AIR ARM** and nothing else—**SIMPLICITY**.

Also in following out this idea, our air lifting cylinder is pivoted at the bottom so it lifts either the Truck or Wagon and Sled dump at the immediate wish of the operator in the elevator driveway—again **SIMPLICITY**.

The Globe Combination Auto Truck and Wagon Dump is recognized by America's leading elevator contractors today, as the Most Efficient and Best Dump on the market.



Blue prints and literature covering every detail on request.



There's Economy In Every Detail

Economy in feed grinding, as in any other business, means increased profit, and you are assured of the maximum amount of profit if you take advantage of the economical features of the

MONARCH BALL BEARING ATTRITION MILL

SAVES TIME—Requires no trammimg.
SAVES LABOR—No worn down bearings.
SAVES LUBRICANT—Uses grease instead of oil.
SAVES EXPENSE—Maintenance cost is small.

SAVES TROUBLE—Product always uniform.
SAVES DELAY—Rapid grinding; large capacity.
SAVES REPAIRS—Durably constructed.

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

P. O. Box No. 26
Main Office and Works: MUNCY, PA.

KANSAS CITY, MO., 102 New England Bldg.

MINNEAPOLIS, MINN., 407 Fourth St., So.

CHICAGO, ILL. No. 9 So. Clinton St.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½ x 15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$4.00.

GRAIN DEALERS JOURNAL
305 So. La Salle Street CHICAGO, ILL.

FLINT-BROWN-DUVEL MOISTURE-TESTERS

Electric, Gas or Alcohol Heated

Eliminate Guess Work

Equipped with certified thermometer, "Pyrex" glass or copper flasks and most accurately calibrated glass-ware. Over 100 Flint-Brown-Duvel Moisture Testers in use in the mills and elevators of the Russell-Miller Milling Co., also in use by government grain inspection departments. Get in line for handling the coming crop. Wheat Testing Sieves, Grain Triers, etc. Let us send you our Catalogue.

DE ROO GRAIN LABORATORIES
FLINT, MICH.



A Permanent Magnetic Separator will in time lose its power.

An INVINCIBLE-SYPHER never.

Magnetism is furnished from an electric current taken from your lighting or power line and the cost of operation is no more than the cost of a single light. No better or cheaper fire prevention can be offered.

Made in 18 sizes to meet every capacity requirement.

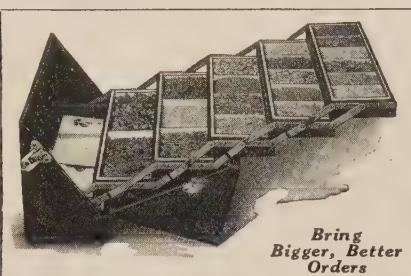
INVINCIBLE GRAIN CLEANER COMPANY
Silver Creek, N. Y.

SAMPLE CASES—ALL KINDS

KNICKERBOCKER MADE-RIGHT

for
Flour
Cereals
Feeds
Grains
Seeds
etc.

ASK
for
Catalog
No. 46



Carry
Samples
Conveniently
Compactly

Display
Quickly
Attractively

KNICKERBOCKER CASE CO.

226-230 No. Clinton St.

CHICAGO, ILL.

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK124-126 W. Lake Street
CHICAGO, ILL.2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.218-220 Chestnut Street
ST. LOUIS, MO.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9 1/2 x 12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$2.75

GRAIN DEALERS JOURNAL

305 South La Salle St., CHICAGO, ILL.

OUR MOTTO for over twenty-five years has been SAFETY FIRST.

During these years we have equipped thousands of elevators with dust collecting systems to



prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE
THE DAY COMPANY

Minneapolis, Minn.

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Gravity Cleaner
Attrition Mill	Herringbone Reduction Gears
Bag Closing Machine	Lightning Rods
Bags and Burlap	Manlift
Bearings { Ball	Moisture Testers
Roller	Oat Bleachers and Purifiers
Belt	Oat Clipper
Boots	Painting or Repairing
Buckets	Portable Elevator
Car Liners	{ Gas Engine
Car Loader	Kerosene Engines
Car Mover	Motors
Car Puller	Power Shovel
Car Seals	Renewable Fuse
Cleaner	Rolls for Cracking Corn
Clover Huller	Sample Envelopes
Coal Conveyor	Scales
Conveying Machinery	Scarfing Machine
Distributor	Self Contained Flour Mill
Dockage Tester	Separator
Dump { Auto Truck	Sheller
Wagon	Sieves
Dump Controller	Siding-Roofing { Asbestos
Dust Collector	Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Spouting
Feed Mill	Storage Tanks
Fire Barrels	Testing Apparatus
Grain Driers	Transmission Machinery
Grain Tables	Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



SIDNEY ELEVATORS AND MAN LIFTS
are Money Makers
They will reduce your handling expense and speed up your work.
Easily installed. For quotations give your requirements.
SIDNEY ELEVATOR MFG. CO.
Sidney, Ohio

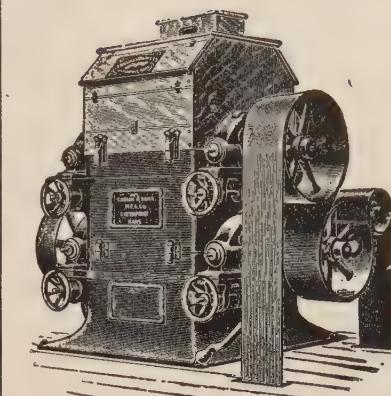
Heavy Elevator Brooms



We specialize on this line of brooms. Made of high grade material and guaranteed to stand up and wear. We feature the low seam at arrow which reinforces and strengthens the life of the broom. We ship to every state in the union. Freight allowed on one dozen or more.

Order a Dozen Today

HANKINS BROOM CO.
HASTINGS, NEBR.



More Profits

The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

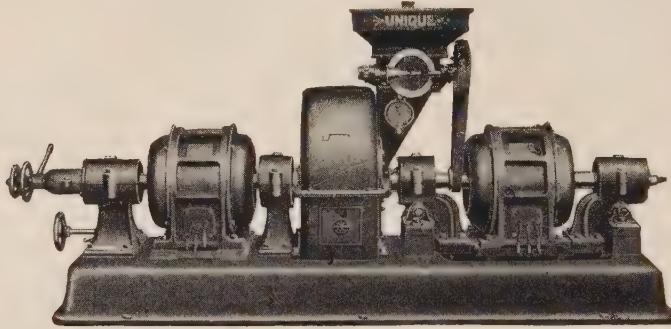
J. B. Ehrsam & Sons Mfg. Co.
Enterprise, Kansas

THE MILL YOU BUY

determines the kind of feed grinding you will do

One customer says: "We have installed 10 different feed grinders in our milling career and believe the Unique is the best we have found."

Another says: "We are using another make of mill that is 2 inches larger than the Unique we bought of you, but the Unique will grind almost twice as much as the larger one."



There are reasons why the UNIQUE is the Mill for YOU TO BUY. Find out why before placing your order. Write

ROBINSON MFG. CO.
P. O. Box 411

MUNCY, PA.

Chicago Office: 416 Western Union Bldg. Chicago
456 L St. N. E. Minneapolis, Minn.
1131 S. 2nd St. Louisville, Ky.

79 Milk St. Boston, Mass.
3325 Archwood Ave. Cleveland, Ohio
39 Cortland St. New York City



BAD ORDER CARS cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevent leakage in transit and we make Car Liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

The Kennedy Car Liner & Bag Co.
Shelbyville, Indiana
Canadian Factory at Woodstock,
Ontario

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL, of Chicago. It will bring you quick returns.

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent

CLAIM LOSSES

10,000 SHIPPERS

Are now using them.

Write for samples and prices.



INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice-President
617 Railway Exchange Bldg., CHICAGO, ILL.

CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus more capacity, lighter draft, longer life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher Cone-Shape grinders with less than one dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G. N. P. BOWSHER CO., SOUTH BEND, IND.



DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

Randolph Grain Driers.

WIRE PHONE O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.



Dust
Collection
is
Profit Collection

When You Install a

NEW "1905"

CYCLONE DUST COLLECTOR

In the first place it is saving the possible total loss of your house by dust explosion; second, the dust and screenings so collected can be sold; and in the third place it effects a saving of one-half in power cost. The revenue thus produced by the collector will pay for it many times over.

Investigate before it's too late.

THE KNICKERBOCKER CO.
JACKSON, MICH.

Bernert Grain Blower and Conditioner

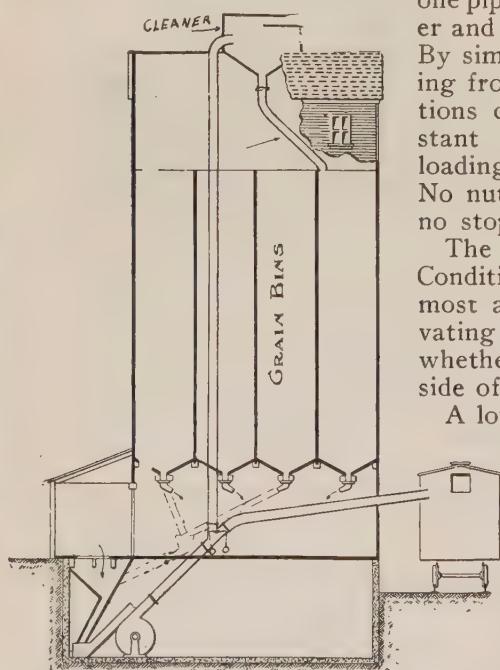
Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with

one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the bucket system, spouted or dumped direct into the hopper of the machine.



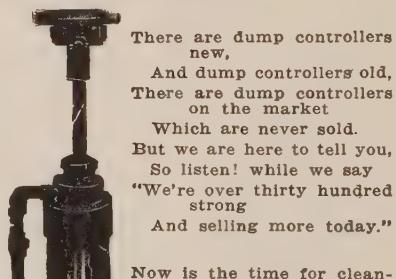
For further information, write for catalog to the

Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

The Automatic Dump Controller



There are dump controllers new,
And dump controllers old,
There are dump controllers on the market
Which are never sold.
But we are here to tell you,
So listen! while we say
"We're over thirty hundred
strong
And selling more today."

Now is the time for cleaning up and remodeling, so, boys, don't overlook your dump, the most important feature of your plant,—but try and improve it.

Get the best possible equipment.

It's a trade getter and plays for keeps.

L. J. McMILLIN

525 Board of Trade Building
INDIANAPOLIS, IND.

There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants
West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal
315 So. La Salle St. Chicago, Ill.

A Hole--You Must Buy a New One Unless IT'S A KEWANEE Renewable Bottom Loading Spout

You threw away your last loading spout and bought another because it had holes in it—holes on the bottom side where the grain strikes.

With a Kewanee Renewable Bottom Loading Spout you can replace the worn bottom plate for a few cents and the spout is as good as new. The Kewanee spout sections will out-wear a dozen new bottoms or a dozen new spouts of the ordinary kind, yet its cost is about the same.

Give us the size of your down-spout and the length of your loading spout and we will show you how to save. A rough sketch will help. It will cost you nothing. Send it in today.

You can see how much it will save

Kewanee Implement Co.

514 Commercial Street

Kewanee, Illinois

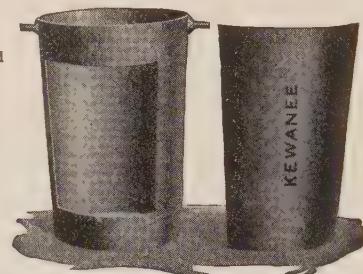
Distributors

Howe Scale Co. of Ills.
KANSAS CITY, MO.

Fairbanks Morse & Co.
OMAHA, NEB.

General Service & Supply Co., Minneapolis, Minn.

Kewanee
Spout Section
with bottom
plate removed



Pat. Pending

LOAD CARS WITH EAR CORN WITHOUT SCOOPING



The Boss Air Blast Portable Car Loader and Crib Filler will load cars or fill cribs with EAR corn or loose grain without any scooping. Capacity 1000 Bu. an. hour. Compact, portable and easily moved about.

The cut shows a car being loaded with EAR corn without scooping and without damaging the corn. Same outfit will handle loose grain also. Easily operated with tractor. Farmers buying them to fill cribs on the farm because they are REALLY PORTABLE.

We also make Stationary outfits for country elevators. 30 DAYS' TRIAL. We will ship any machine we manufacture on trial. Write today for complete information. It will pay you.

MAROA MANUFACTURING CO., Dept. G, MAROA, ILL.

WUD U SELL OUT?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

•Grain Dealers Journal,

La Salle St., Chicago

GRAIN ELEVATOR BUILDERS

DON'T

let the supply agents sting you with any old *TRUCK DUMP*, and convince you they will *operate* when installed by their *near mechanics*? as an inducement to *BITE*.

We have placed ALL with our *experienced elevator builders* and *know from the past years experience* the one that has stood the test.

YOU are not *experimenting* when we furnish your truck scale and dump and install same, or overhaul and make replacements in your elevator. THAT IS OUR BUSINESS, as well as build your wood or fire proof elevators.

Younglove Construction Company

Licensed Engineers
SIOUX CITY, IOWA

Your Individual Needs
are respected when your elevator
is designed and built by
W.H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEB.
Write for Details of Our System

Protect Your Interests

Plans
Specifications
Estimates
Appraisals
Consultation
1019-20 New York Life Bldg.

SHERMAN

CAPITAL

LABOR

ENGINEERING CO.

Consult Us First

Grain Elevators
Oat Meal Mills
Flour Mills
Warehouses
Industrial Bldgs.

Kansas City, Missouri

Decatur Construction Co.
ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS
510-512 Walt Building
DECATUR ILLINOIS

MACDONALD ENGINEERING CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG. CHICAGO, ILL.

FEDERAL ENGINEERING CO.

Designers and Builders—Grain Elevators, Mills and Warehouses
TOPEKA, KANSAS

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with
Torsion Balances.



5055

Style No. 5055 Corn
Aclidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Roads Street
New York

L. A. STINSON

CONSULTING ENGINEER

H. E. GODFREY, Civil Engineer

Elevators
Mills and Warehouses
Complete

National Life Bldg., CHICAGO, ILL.

Store
Your
Grain

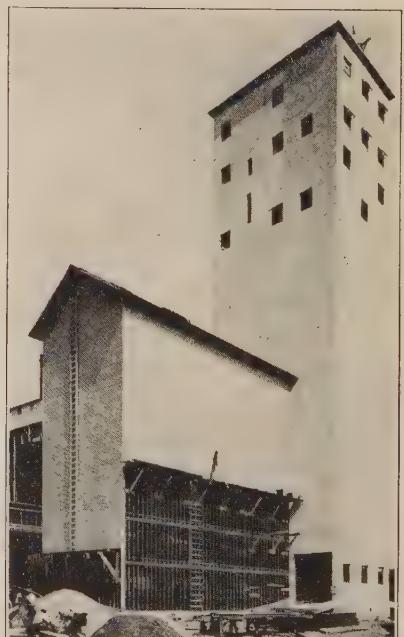
in Moisture
and Fire proof
Hollow Tile
Cement lined
Bins.

Our special
construction
makes a per-
fect bin at a
moderate cost.

Send us your
proposition for
quotation.

The B. G. Construction Co.
Berne, Ind.

also builders of Coal Pockets



Reinforced Concrete Elevator
Built for Baltimore Pearl Hominy Co.

Accomplishments Recommend
Our Ability

Our long experience in the construction of Grain
Elevators, Grain Storage, Mill Building and Ware-
houses insures you a first class layout at the very
minimum of cost.

We will be pleased to submit estimates

The Spencer Construction Co.
Garrett Building Baltimore, Md.

GRAIN ELEVATOR BUILDERS

Estimates of Value of Grain
Elevator Plants Promptly
Made by

E. D. Mayo, M. E.
VALUATION ENGINEER

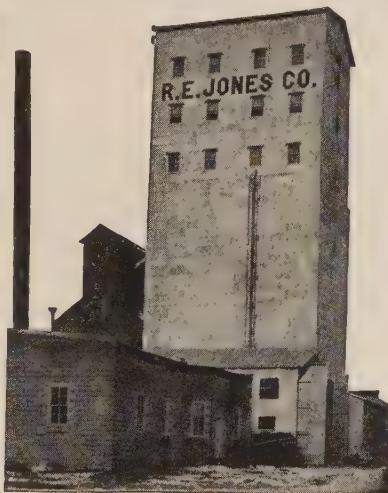
700 Flour Exchange Bldg.
MINNEAPOLIS - MINN.

31 years with the Barnett & Record Co.

White Star Co.
WICHITA, KAN.
BUILDERS of
Good Elevators

WRITE US ABOUT THE
PLANT YOU HAVE IN MIND

MILLER, HOLBROOK, WARREN & CO.
DESIGNING ENGINEERS
Reinforced Concrete Elevators
Large or Small
Millikin Building DECATUR, ILL.



R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

GRAIN and COAL
ELEVATORS

T. E. Ibberson Company
MINNEAPOLIS, MINN.

THE STEARNS-ROGER MFG. CO.
ENGINEERS MANUFACTURERS CONTRACTORS
DENVER, COLO.
MINING AND MILLING MACHINERY AND PLANTS

Design--Construction--Equipment of
GRAIN HANDLING PLANTS

HICKOK Construction Co.
MINNEAPOLIS & SPOKANE
ELEVATORS

A. F. ROBERTS
ERECTS ELEVATORS
FURNISHES CORN MILLS
WAREHOUSES PLANS
SABETHA, ESTIMATES
KANSAS MACHINERY

W. C. BAILEY
Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old or new
elevators, guaranteeing greater capacity with less
power, and positive Non-Chokable working leg.
Let us show you
433 Railway Exchange Bldg., OMAHA, NEB.

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.



Another Reliance Success

Elevators of our design and construction
are the best endorsement of our work. We
study your particular problems and build
the elevator best adapted to your needs.
Write us for further particulars.

Reliance Construction Co.

Board of Trade Indianapolis, Ind.

Brandon Construction Co.
The Southeast's
Foremost Elevator
BUILDERS
Marianna Florida

GRAIN ELEVATORS
MILL BUILDINGS
FEED MILLS
INDUSTRIAL PLANTS

BURGESS
COMPANY

Registered Structural
Engineers
More than 20 years experience
30 N. La Salle Street
Chicago, Ill.

EFFICIENT ERECTING CO.
We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS
GEO. H. CRAIG
6603 Parnell Ave., Englewood, Chicago, Ill.

R. C. STONE ENGINEERING CO.
320 MERCHANTS EXCHANGE
ST. LOUIS, MO.
DESIGNERS AND BUILDERS OF
CONCRETE AND WOOD ELEVATORS
CORRESPONDENCE SOLICITED

CARS ARE SCARCE--
YOU NEED EXTRA STORAGE SPACE
GEO. W. QUICK & SONS
CAN SUPPLY YOUR NEED
Designers and Builders of Concrete Elevators,
Storage Tanks and Coal Pockets
Wheeler Building - PEORIA, ILL.

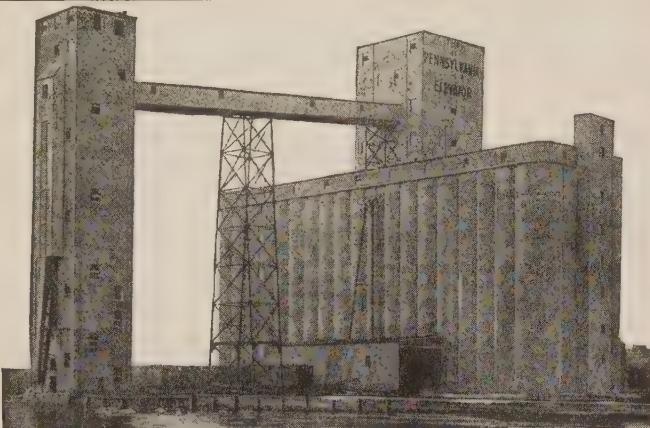
IF you wish to build your elevator
right, my eighteen years experience
is at your command.

C. E. BIRD & CO.
MINNEAPOLIS MINNESOTA

D. F. HOAG & CO.
Designers and Constructors of
GRAIN ELEVATORS
Corn Exchange, Minneapolis

Shippers

in the Northwest read this page:
your "ad" will be read too if you
place it here.



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

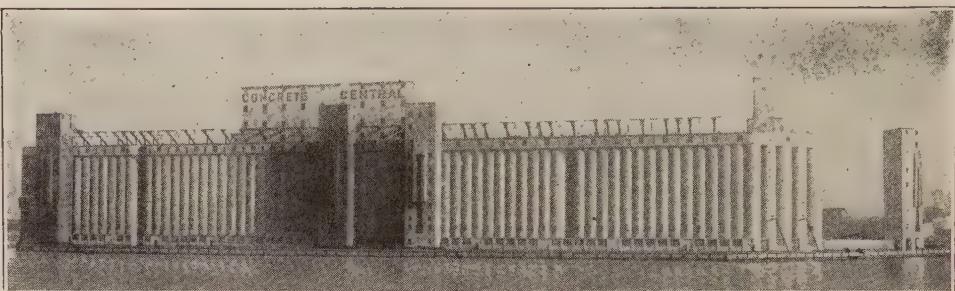
Write us for Estimates and Proposals

Monarch Built Elevators

assure you economical design, first class work, efficient operation.

SATISFACTION

Let us Submit Designs and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO.,

BUFFALO, N. Y.

THE MOST MODERN ELEVATOR IN THE WORLD

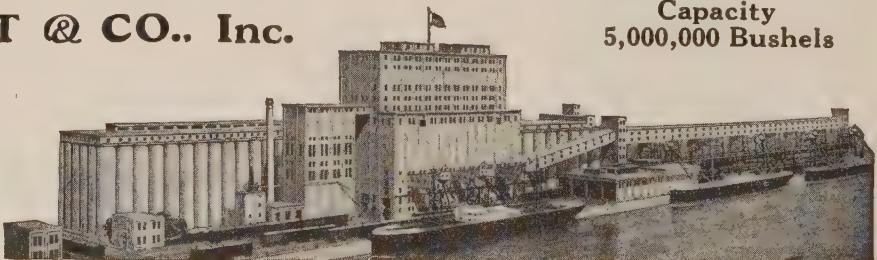
The view below is the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore Maryland. This elevator is equipped with four Stewart Link-Belt Grain Car Unloaders. See them in operation and be convinced of their great saving in labor cost.

JAMES STEWART & CO., Inc.

Capacity
5,000,000 Bushels

Designers and Builders
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.
15th Floor, Westminster Bldg.
CHICAGO
W. R. SINKS, Manager



"We have built for many of your friends. Eventually we will build for you. Why not now?"

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

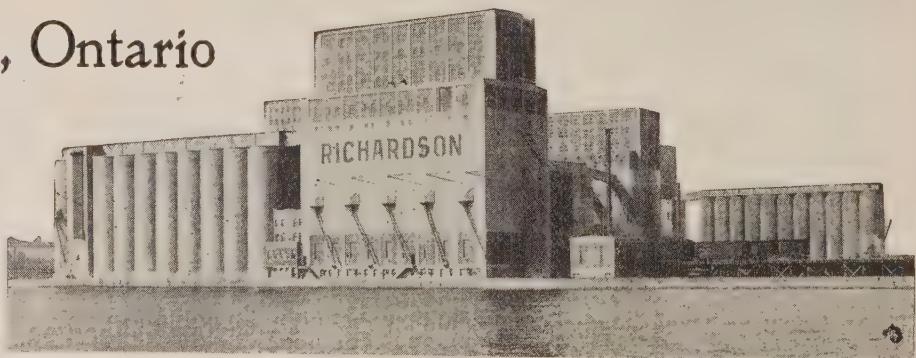
Port Arthur, Ontario

FOR

The Grain Growers' Grain Company, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The James Richardson & Sons, Limited.

THE BARNETT - MCQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn.
Minneapolis, Minn.





CONCRETE GRAIN ELEVATORS

Our steel forms keep the cement in the concrete, build smooth, true walls, and have lowered the cost of reinforced concrete construction.

THE MONOLITH BUILDERS, INC.
CONTRACTORS ENGINEERS
INDEPENDENCE, MISSOURI

Foremost Elevator Builders of the Middle West

BIRCHARD CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy of
Operation and Maintenance
704 Terminal Bldg., LINCOLN, NEB.

BALLINGER & McALLISTER
ENGINEERS AND CONTRACTORS
Grain Elevators Driers Coal Chutes
Wood or Concrete
UNITY BLDG., BLOOMINGTON, ILL.

The value of an "ad" is not measured by what it costs, but by what it pays the advertiser.

BURRELL ENGINEERING AND CONSTRUCTION CO.

Established 1897— CHICAGO —Incorporated 1902

Continuously under the management of

GEORGE T. BURRELL, President

DESIGNERS AND BUILDERS

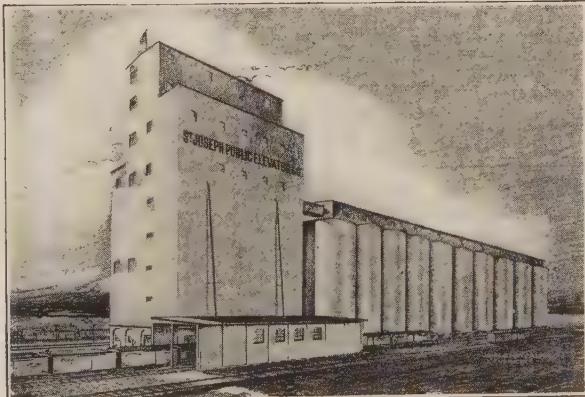
Grain Elevators, Flour Mills and Related Buildings

In doing our best, completely and satisfactorily to handle work in this field of construction we have sought to establish the fact that

No job is too small to merit our careful attention and none so large as to tax our capabilities.

1102-10 Webster Building, Chicago, Illinois

404 Scarritt Arcade, Kansas City, Missouri



St. Joseph Public Elevator

St. Joseph, Mo.

John S. Metcalf Co.

Grain Elevator Engineers

108 South La Salle St.
CHICAGO, ILL., U. S. A.

54 St. Francois Xavier Street
MONTREAL, CANADA

395 Collins Street
MELBOURNE, AUSTRALIA

314 Reconquista
BUENOS AIRES

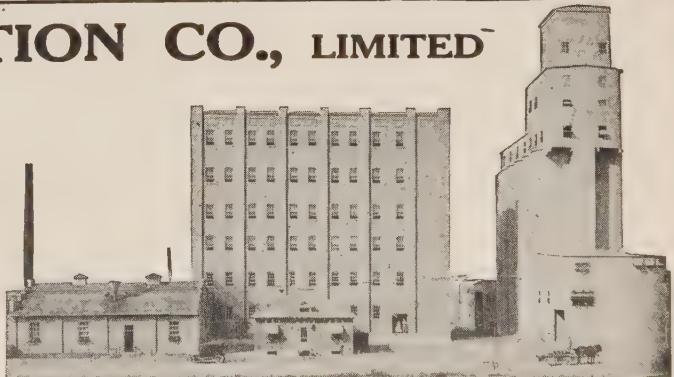
FEGLES CONSTRUCTION CO., LIMITED

ENGINEERS—CONTRACTORS

706 1st Ave. N., Minneapolis, Minn.
GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE
AND EXECUTE CONTRACTS ANY-
WHERE. GRAIN ELEVATORS, MILLS
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIALE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods
Milling Co., Ltd., Medicine Hat, Alberta.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHEASTERN OKLAHOMA ELEVATOR For Sale. Good crops. Might consider good Oklahoma land. Address Oklahoma Land, Box 4, Grain Dealers Journal, Chicago.

ALL OR HALF INTEREST in Wisconsin Elevator for sale. Private Ground and track-age on two railroads. Chance to handle lumber and coal. Address Trackage, Box 6, Grain Dealers Journal, Chicago.

NORTHEASTERN NEBRASKA Mill and Elevator. Surplus Wheat from Wagons. Will sell right if taken at once. Owner must sell on account of health. Address Surplus, Box 5, Grain Dealers Journal, Chicago.

FIVE COUNTRY ELEVATORS For Sale in Central Illinois. Fine territory and business. Capacities range fifteen to one hundred thousand. Will sell all or separate. Address Capacities, Box 4, Grain Dealers Journal, Chicago.

ONE 100 BARRELL FLOUR MILL and two 10,000 Bushel Capacity Elevators for sale. Located on the Katy and Frisco R. R. in Northeastern Oklahoma in a good red oats and corn country. Crops are good this year. Possession can be given at once. Address Box 82, Vinita, Oklahoma.

COMPLETE STEAM POWER Grain Elevator for sale. Excellent condition. Town of five hundred Central Illinois. Big territory. Annual handling 400,000 bushels. One competitor. Town will handle 800,000 bushels per year. Big ear corn station. Address Steam Power, Box 4, Grain Dealers Journal, Chicago, Ill.

TWO GRAIN ELEVATORS for sale, located in North Central Iowa at adjoining stations. Good grain territory and both handle flour, feed and coal. Side line will take care of operating expense. Both do good business. A mighty good opening for the right man. Write quick. Address Adjoining, Box 5, Grain Dealers Journal, Chicago, Illinois.

YOU MAY BE MISSING SOMETHING If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

MINNESOTA ELEVATOR For Sale, 20,000 bushels capacity, steam and electric power, in good condition, excellent distributing point, transit privileges, on direct line from Minneapolis and St. Paul. Five railroads, repair shops insure plenty of cars. Can be bought for less than 50% of what material would cost today. Address Distributing, Box 7, Grain Dealers Journal, Chicago, Illinois.

SOUTHWESTERN OHIO Warehouse and Elevator for sale. In good grain country. Village station with church and school on a division of the P. C. & St. L. R. R. Handling grain, field seeds, wool and coal. Between 5 and 6 acres of land with stables, shelter sheds, coal bins, engine room with engine, office, corn dumps, Marseilles New Process corn sheller and cleaner. Is a money maker. Reason for selling—have made enough to retire. Price \$10,000.00. Address Owner, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE in Southwestern Ohio, in excellent grain country. Address Excellent, Box 7, Grain Dealers Journal, Chicago, Illinois.

CENTRAL IOWA ELEVATOR For Sale. Capacity 18,000 bushels, electric power, \$13,500.00 for quick sale. County Seat town. No competition. Located in best grain section of Iowa. Address County Seat, Box 6, Grain Dealers Journal, Chicago.

INDIANA ELEVATOR For Sale, 40,000 bushels capacity. Steam power, all in good repair. No competition. In fine wheat, oats and corn country. Good feed and coal trade. On Pennsylvania Railroad. Address Pennsylvania, Box 5, Grain Dealers Journal, Chicago.

GRAIN ELEVATOR and Crib For Sale, also ground on which buildings stand along the Wabash Railway. In good corn and wheat country. Buildings in fair condition and priced right. Address Wabash, Box 7, Grain Dealers Journal, Chicago.

OKLAHOMA CRIBBED ELEVATOR For Sale. 20,000 bushels capacity. In good condition, doing good business in grain, flour, feed and coal. A good crop of corn. No competition. Priced to sell. Address Oklahoma, Box 6, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS ELEVATOR For Sale. 40,000 bushels capacity. Located in corn belt of Illinois on I. C. Ry. Equipped with new sheller and cleaner. Electric power. A first-class plant. Station handles 500,000 bushels annually. One good competitor. Coal in connection. Price \$23,000.00. Address Electric, Box 6, Grain Dealers Journal, Chicago.

25,000 BUSHEL CAPACITY Elevator for sale in South Dakota. Best grain territory in state. All machinery in good condition, five coal bins. A fine opportunity for a manager to get in the business for himself and also a good investment. Am not asking half of the value of property. Terms to suit buyer. Address A. Larson, Rockford, Illinois, care J. G. Chick Milling Co.

SOUTHERN KANSAS ELEVATORS and Good Grain, Coal, Feed and Implement business for sale, located in the best wheat belt of Southern Kansas. Fine schools and churches. Prosperous, high class farming community. A great opportunity for a hustler. Good crop of wheat now harvested. Write quick. Address Harvested, Box 12, Grain Dealers Journal, Chicago.

IF THE ELEVATOR you want to buy is not advertised in the "Elevators For Sale" columns make your wants known under the "Elevators Wanted" columns and you will quickly get full information on many desirable properties not yet advertised.

14,000 BUSHEL CAPACITY ELEVATOR for sale; located in Indiana on direct line to Toledo, Detroit and Chicago. Electric power, handles 175,000 bushels of grain—\$3,000.00 Grinding and \$50,000.00 retail business. This is a money-maker and have best of reason for selling. Address Money Maker, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTHWESTERN MISSOURI Elevator for sale. Of good construction. 13,000 bushels capacity. Built six years ago. Handles all kinds of grain, coal, hay, flour and feed. No competition. Good business. Address Missouri, Box 7, Grain Dealers Journal, Chicago, Ill.

14,000 BUSHEL CAPACITY ELEVATOR For Sale, new mill and machinery, 50 barrel; surrounded by 60,000 acres of irrigated land with the largest and best crop of wheat ever produced. Address B. S. Matson, French, New Mexico.

A BARGAIN—10,000 Bushel Cribbed Transfer and Shelling in Transit Elevator at Fort Madison for sale. 8 horse power gasoline engine and 30 horse power steam engine and boiler. Could be wrecked and easily moved. Address Madison, Box 6, Grain Dealers Journal, Chicago.

FOR SALE AT A BARGAIN—15,000 bushel Grain Elevator and 50 barrel Midget Flour Mill attached. Will sell mill or elevator separately if don't want both. We do extensive shipping business in grain and have a good local demand for flour. Fine crops of wheat, corn, kaffir, and milo. Located at Watonga, Oklahoma, which is county seat of Blaine County and one of the best grain sections of the state. Want to get out of elevator and milling business and will give somebody a bargain. Can make terms if desired. Will sell separately or together, as desired.

MARSHALL GRAIN CO.,
Grain Exchange Bldg., Oklahoma City, Okla.

100,000 BUSHEL INDIANA ELEVATOR

H. D. BILLINGS

Attorney for Administratrix

Notice of sale of real estate by administratrix.—

IN THE MATTER OF THE ESTATE OF FRANK R. PENCE, DECEASED. Notice is hereby given that by virtue of an order of the Warren Circuit Court of the State of Indiana, the undersigned, as the Administratrix of the Estate of Frank R. Pence deceased, will offer for sale at private sale, at the residence of Delia M. Pence, in the town of Pence in Warren county, Indiana, between the hours of 10 o'clock in the forenoon and 4 o'clock in the afternoon, on Saturday, the 30th Day of October, 1920, the following described Real Estate in the County of Warren, State of Indiana, to-wit:

TRACT ONE: Lots Nos. 0, two, three, four, five, twenty-six, twenty-seven, twenty-eight, twenty-nine and thirty in the town of Tab.

TRACT TWO: Lots Nos. forty-four and forty-five in said town of Tab.

On this property is situated a 100,000 bu. cribbed grain elevator equipped with modern machinery in first class condition; steam power. This elevator is in good state of repair and is located in one of the best sections of the state.

Said tracts one and two will be sold separately and if sale is not had on said date such sale will be continued from day to day thereafter until all of said land is sold.

TERMS OF SALE:—One-third cash; one-third in six months, and one-third in twelve months from date of sale; deferred payments to be evidenced by notes bearing interest at the rate of six per cent per annum from date, and providing for attorney fees and signed by freehold surety to the approval of the Administratrix or secured by a first mortgage on the Real Estate. Or the purchaser may, at his option, pay all of the purchase price at the time of the sale.

Said sale to be free from all liens on said land, and for not less than the full appraised value thereof.

In Witness Whereof, I hereunto subscribe (Seal) my name this, the 29th day of September, 1920.

DELIA M. PENCE, Administratrix.

ELEVATORS FOR SALE.

30,000 BUSHEL CAPACITY Iron Covered Elevator for sale, on Santa Fe Railway, 125 miles from Chicago, on private land, together with residence. Coal business in connection. Owner must sell on account of failing health. One good competitor. Station handles an average of 450,000 bushels annually. Address Santa Fe, Box 7, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WILL TRADE Farm for Grain Elevator. J. S. Coon, 464 Transportation Bldg., Chicago, Ill.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

ELEVATOR WANTED in exchange for 320 acres of Canadian Wheat Land. Write with full particulars. Address Canadian, Box 7, Grain Dealers Journal, Chicago.

WANTED TO BUY—Elevator in Kansas or Oklahoma. Don't write unless you have something worth the money. Address Box 12, Salina, Kansas.

WANT TO TRADE 150 stock and grain farm two miles from West Iowa for a good elevator located within one hundred miles of Burlington, Iowa.

A. D. HAYES,
New London, Iowa.

DO YOU OWN AN ELEVATOR in Cass, Carroll, Clinton, Tippecanoe, Benton, Warren or Tipton Counties? Do you wish to sell? If so, write to me. Have a cash customer for the right point in any one of the above counties. Nat Claybaugh, Elevator Broker, Frankfort, Indiana.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

IF YOU are desirous of obtaining more capital for the extension of your business; if you have land or realty to exchange for an elevator; if you have money to invest in the grain business, make known your desires in the "Business Opportunities" columns of the Grain Dealers' Journal.

OFFICE SUPPLIES.

WE BUY and sell Multigraphs, Dictaphones, Folders. Less than half price. Guaranteed one year. Office Machinery Co., 22-F Quincy St., Chicago.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

SITUATION WANTED.

SITUATION WANTED: Solicitor with large acquaintance in Iowa will consider position with firm having some business in this territory. Address Territory, Box 6, Grain Dealers Journal, Chicago.

SOLICITOR open for position with Chicago house, wide acquaintance in Illinois and Indiana. Best references. Good record. Address Chicago, Box 7, Grain Dealers Journal, Chicago, Ill.

COMPETENT GRAIN MAN, 15 years experience, desires position with line company or Farmers Company, as manager. A-1 references. Illinois preferred. Address Box 7, Grain Dealers Journal, Chicago.

WANTED—Position as mgr. of elvtr.; have had several years experience in the running of both inland and terminal elevators; familiar with office duties as well as the handling of elevator machinery. Can furnish good ref. Address Peace, Box 3, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN MAN wants position as Elevator Manager or Grain Buyer. Can furnish best of references. Am employed at present but desire change. Kansas preferred. Address Kansas, Box 2, Grain Dealers Journal, Chicago, Illinois.

COMPETENT Grain man of several years experience desires position as manager of Farmers or Line Company elevator in good town. Good bookkeeper and best of references furnished. Address Grain Man, Box 4, Grain Dealers Journal, Chicago.

POSITION WANTED as Manager of Grain Elevator. Twenty-eight years old. Can give best of references and bond if required. Nine years experience. Am at present employed but can come on ten days notice. Address Leslie, Box 5, Grain Dealers Journal, Chicago.

SITUATION as manager of good country elevator wanted. Have had 20 years' experience in all kinds of grain, seeds, feeds, coal and building material, except lumber. Can furnish best of references. Also understand the bulking, clearing and grading of all kinds of seeds. Address Grading, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with Line Grain Company as manager or where there is a chance for advancement. Have had several years' experience in the grain business. Am employed at present but will go any place where conditions are satisfactory. Prefer Oregon, Washington, or Colorado. Address Orwaco, Box 7, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED GRAIN MAN Wants position as manager for line elevator company, Iowa or Nebraska preferred. Am thoroly capable of handling large volume of business, have had four years experience buying grain. Married, age 27. Must be a man sized job with a good future. Can furnish best references and bonds. Am at present employed but desire change for best reasons. Ready after November 1st. Address Best Reasons, Box 5, Grain Dealers Journal, Chicago, Illinois.

PERSONAL INTERVIEW Wanted with manager or owners of Line Elevators. Who is in need of a level headed, experienced operator. Prefer Nebraska or Colorado. Am handling a 45,000 bushel plant and can remain as long as I desire. But am going to make a change. Will and can give any kind of references desired and have satisfactory reason for the change. Address Plansifter, Box 6, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

EXPERIENCED GRAIN MAN wants position. Can furnish best of references. Am employed at present but desire change. Can change on thirty days' notice. Address Present, Box 7, Grain Dealers Journal, Chicago, Illinois.

MALE HELP WANTED.

BOOKKEEPER with Grain Experience Wanted at once. Must be capable. \$125.00 per month. Aurora Elevator Company, Aurora, Nebraska.

GRAIN ELEVATORS CARPENTERS, Millwrights Wanted, Eighty-five Cents an hour and transportation. Address P. O. Box 103 Bloomington, Illinois.

MAN WANTED with experience in export trade in Grain or Flour, who understands cabling and handling of documents to England and the Continent. References required. Address Continent, Box 6, Grain Dealer Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experience, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, manager? Let the Want Ad Man get one for you.

BUSINESS OPPORTUNITIES.

ELEVATOR, FUEL and MACHINERY Business for sale. Established trade. In locality where there is no failure of crops. Will consider land in trade.

OSCAR LEE,
Cogswell, North Dakota.

AN OLD ESTABLISHED FEED and **GRAIN** business with side lines, for sale. Located in rich farming country. No competition. Will sell half or all. A big bargain if sold at once. Address Farming, Box 6, Grain Dealers Journal, Chicago, Illinois.

The best way to dispose of anything is by advertising. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of the Grain Dealers Journal.

FOR SALE AT PUBLIC AUCTION OCTOBER 23, 1920.

The Real Estate on which The Arthur Lumber and Fuel Co. is now located. This property comprises a strip of land some 500 ft. long, lying between and directly adjoining the right of ways of the Vandalia and C. & E. I. Railroads. Property faces on the main street in the very best business location of Arthur, Illinois. One of the best grain, lumber, and coal business towns in the heart of the famous Central Illinois Corn Belt.

This property is ideally located for a grain and coal business, lumber yard, oil filling station, etc.

Arthur is the home of the Amish people who are exceptionally heavy buyers of building materials, as well as excellent farmers, and is famous throughout the state for the amount of grain handled here, and the volume of business done.

For further particulars write or call on
REEVES BROTHERS,
Arthur, Illinois.

The GRAIN DEALERS JOURNAL.

MILLS FOR SALE.

FOR SALE—Well equipped 100-barrel mill in Rocky Mountain territory, with advantage of natural gas for fuel. Present owners retiring account poor health and other interests. Address Rocky Mountain, Box 10, Grain Dealers Journal, Chicago, Ill.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, and sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

MACHINE WANTED.

WILL TRADE 80 acres Alfalfa Land, clear for Midget Mill Machinery. A. F. Koch, Hutchinson, Kansas.

700 BUSHEL MEDIUM SCREW WHEAT Cleaners, five Bushel Richardson Scale, and 150 Bushel Fairbanks Hopper Scale wanted. Address Medium, Box 2, Grain Dealers Journal, Chicago, Illinois.

BAGS FOR SALE.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

BOILER FOR SALE.

35 H. P. BROWNELL BOILER For sale, complete with fittings and new feed pump.

35 H. P. Center Crank self contained steam engine. Will sell cheap. The Lena Grain Company, Conover, Ohio.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

LEATHER RUBBER BELTING CANVAS STITCHED
An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.
TEUSCHER AND SON MACHINERY SUPPLY CO.
527 N. SECOND ST. ST. LOUIS, MO.
Send for No. 18A BARGAIN PRICE LIST

MACHINES FOR SALE.

ONE RICHARDSON Grain Cleaning Machine For Sale. In perfect condition. Sterling Grain Co., Minneapolis, Minn.

ENGINES, Scales, etc. for sale:

Gas Engine, International I. H. C. Horizontal, No. D1640, Speed 250, 15 H.P., also 32 inch grist mill, scales, elevators and line shafts. Address Mark Grisham, Newbern, Tennessee.

ENTIRE CONTENTS of small but first class flour and feed mill at Cedarville, Ohio, for sale, including first class gas engine, scales, belting, grinding machinery, corn sheller, etc. Inquire The Hagar Straw Board & Paper Co., Cedarville, Ohio.

FOR SALE:

1 Sartorius Laboratory Scale—\$50.00.
1 Style 5055 Torsion Balance Laboratory Scale with extra set Brass Weights—\$60.00.
Both in perfect condition.

MINNEAPOLIS SEED CO.,
Minneapolis, Minnesota.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.



Since 1893
27 Years
Manufacturers
of Scales



Telephone Albany 4
2437-43 N. Crawford Avenue

We maintain a large modern repair and testing department where we overhaul any make or capacity of scale, also keeping a good stock of repair parts. Competent men furnished to take out and install your scale.

COLUMBIA SCALE COMPANY

F. Beuckman & Son, Props.

CHICAGO, ILLINOIS

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market—COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago. THERE MUST BE A GOOD REASON.

MACHINES FOR SALE.

225 FT. 24 INCH Six Ply Elevator Belt, for sale, used ninety days, also buckets for same. E. G. RALL GRAIN CO., Fort Worth, Texas.

ELLIS THREE-UNIT—10 Portable Grain Dryer for sale, practically new. Complete with all fittings. 180 bushels per hour capacity. A big bargain for quick sale. The Lena Grain Company, Conover, Ohio.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elvtr. and milling line. A. D. Hughes Co., Wayland, Mich.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

FOR SALE:

1—No. 165 Eureka Counterbalanced Twin Shoe Elevator Separator.
1—No. 9 Monitor Oat Clipper.
Above machines in good condition and can be shipped promptly. Address Machinery, Box 5, Grain Dealers Journal, Chicago.

ENGINES, Scales, Car Loaders For Sale:

1—15 H.P. Otto Gasoline Engine.
1—30,000 Lb. Capacity Type Registering Howe Hopper Scale in excellent condition.
1—New Mattoon Car Loader.

STAFFORD GRAIN & SUPPLY CO.,
Stafford, Kansas.

ONE NO. 2 NEW MARSEILLES Snapped Corn Sheller for sale, equipped for warehouse shelling. First class condition. Shelled only 25,000 bushels. Are installing larger sheller. Have full list of repairs for sheller when needed. Price \$350.00.

PRUITT-CALDWELL GRAIN CO.,
Alex, Oklahoma.

ONE NO. 32 "Eureka" Oat Clipper, fitted with shoe, for sale. Machine runs right hand, with sun, and is in excellent condition (shop overhauled). Capacity 400 bushels per hour. Net price \$185.00. Worth double.

S. HOWES CO.,
Silver Creek, N. Y.

FOR SALE:

One Burroughs Adding Listing & Dating Machine, with split keyboard making it possible to add both bushels and pounds at once. This is a practical machine for a grain office.

One Elevator Fanning Mill with a complete set of sieves for cleaning all kinds of grain and seeds. Power attachment.

E. A. HILL,
Green Mountain, Iowa.

SHIPPERS' CERTIFICATE of WEIGHT

Designed for the use of grain shippers who wish to make a written statement of the amount and grade of grain loaded into a car. Especially adapted for use in connection with claims for Loss of Weight in Transit.

Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name; — lbs. equal to — bus. of No. —; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the — R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed and numbered in duplicate. Originals on Goldenrod Bond paper and duplicates on tough pink manila in two colors of ink. Well bound with heavy hinged pressboard covers so they will open flat, containing 50 originals, 50 duplicates and four sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00.

Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

FOR SALE:

Atlas 100 H. P. Engine. Can be seen running. Reason for selling, changing to electric drive. A bargain. Straube Piano Co., Hammond, Indiana.

FOR SALE:

One 30 H. P. Columbus Gasoline Engine, cheap.

One 3 H. P. International Gasoline Engine.

C. FRANK & STECK,
Valley City, Ohio.

ENGINES FOR SALE.

ONE 16 H. P. Gasoline Engine for sale. Also 8 warehouse trucks. M. Lydon, 347 13th Ave., N. E. Minneapolis, Minn.

ONE 12 H. P. TYPE N. P. Fairbanks-Morse Oil Engine for sale. Address
EQUITY UNION MERC. EXCHANGE,
Byers, Kansas.

30 H. P. STOVER ENGINE For Sale. Engine latest type, new, used about two weeks. Reason for selling, replaced by motor. Priced worth the money.

MOSS MEAD GRAIN CO.,
Nevada, Missouri.

ENGINES WANTED.

USED OTTO AND FAIRBANKS-MORSE Gasoline Engines Wanted. Describe condition and state price. Address Used, Box 5, Grain Dealers Journal, Chicago, Illinois.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SEEDS FOR SALE—WANTED

1920 CROP CALIFORNIA Blackeye Cow Peas for sale for seed purposes. Samples and price on application.

W. E. ROBINSON & COMPANY,
Bel Air, Maryland.

A Missouri advertiser in our "Situation Wanted" columns says: "I find that advertising in your journal pays, for I had letters from all parts of the country offering positions."

WANT TO BUY Pigeon grass screenings, wild mustard seed screenings and elevator screenings. Send samples and prices delivered New York.

J. A. BARRY.
29 Broadway, New York, N. Y.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.



MILLET SEED in car lots for sale. Early Fortune, Hog, Common (golden) and Siberian. Reimer Smith Grain Company, Holyoke, Colorado.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.



KEEP POSTED

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

bus.

State.....

SEEDS FOR SALE—WANTED

Field and Grass
Seed Trade Directory

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.

Wm. G. Scarlett & Co., wholesale seed merchants.

BELFAST, IRELAND.

McCausland, Sam'l, Ryegrass and Dogstail.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.

Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

Johnson, J. Oliver, seed merchant.

Continental Seed Co., seed merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

Crawfordsville Seed Co., seed merchants.

DES MOINES, IA.

Iowa Seed Co., buyers and sellers.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmer Seed & Nursery Co., seed corn & grass seeds.

INDIANAPOLIS, IND.

Indiana Seed Co., The, grass and field seeds.

KANSAS CITY, MO.

Missouri Seed Co., wholesale exports and imports.

Peppard Seed Co., J. G., wholesale seeds.

LAWRENCE, KANS.

J. Underwood & Son, grass and field seeds.

LINCOLN, NEB.

Griswold Seed & Nursery Co., seed merchants.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.

Louisville Seed Co., clover & grasses.

Ross Seed Co., jobbers and exporters.

MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Kellogg Seed Co., grass and field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

Minneapolis Seed Co., seed merchants.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

NEW YORK, N. Y.

Loewith Larson & Co., grass & field seeds.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

Radwaner Seed Co., I. L., fd. & gr. seeds, ex. impt.

OKLAHOMA CITY, OKLA.

Marshall Grain Co., Distributors of Kafir Milo.

State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. LOUIS, MO.

Kellog-Huff Commission Co., seed grains, field seeds.

Mangelsdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

SELMA, ALA.

Geo. M. Callen, seed grasses & hay.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, pop corn.

Flower Co., The S. W., seed merchants.

Hirsch, Henry, wholesale field seed.

Toledo Field Seed Co., The, clover, timothy.

WHITNEY-ECKSTEIN SEED CO.
 Wholesale Seed Merchants
BUFFALO, N. Y.
 CORRESPONDENCE INVITED

Crawfordsville Seed Company
FIELD SEEDS
 Crawfordsville Indiana

HENRY HIRSCH
 WHOLESALE FIELD SEEDS
 CLOVER — ALSIKE — TIMOTHY — ALFALFA
 Our Specialty
 All Other Field Seeds
TOLEDO — OHIO

Send Samples
 Millets and Seed Grains
 to
THE BELT SEED CO.
 Importers and Exporters
 Baltimore
 We Offer Alfalfa, Red Clover and
 Crimson Clover at Very
 Attractive Prices

The S. W. Flower Co.
 WHOLESALE
FIELD SEED
 MERCHANTS
 SPECIALTIES
 RED CLOVER, TIMOTHY
 ALSIKE
TOLEDO
 OHIO



IMPORTERS **EXPORTERS**
GRASS and CLOVER SEED
 Buyers and Sellers of Timothy, Red Clover,
 Alsike, Alfalfa, White Clover, etc.
NUNGERESSER-DICKINSON SEED CO.
 New York, N. Y., U. S. A.

The Mangelsdorf Seed Co.
 Sweet Clover, Alfalfa,
 Soudan Grass, Millet, Rape.
ATCHISON **KANSAS**

DEALERS **RAPE** **JOBBERS**
SPRING VETCH
ALFALFA
CANARY SEED

I. L. RADWANER SEED CO.

SEED MERCHANTS
NEW YORK CITY
IMPORTERS **EXPORTERS**

The Albert Dickinson Co.
 MINNEAPOLIS CHICAGO

If you want regular country shippers to become familiar with your firm name, place your "ad" here.

SEEDS FOR SALE—WANTED

SEEDS ANY and EVERY KIND CAR LOTS or LESS
The Nebraska Seed Co.
Omaha, Neb.

MISSOURI BRAND SEEDS
Specialists
KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

J. Bolgiano & Son
Seed and Grain Merchants
Feed Manufacturers

Established
1818
Importers
Exporters



Over a
Century
Recleaners
Testers

We are especially prepared
to offer the trade

**Canada Peas, Sunflower,
Hemp, Bird Rape,
Canary Seed**

Red Clover, Crimson Clover,
Hairy Vetch, Spring Vetch,
Bird Vetches, Rye Grasses,
Alfalfa, Dwarf Essex Rape.

Send for Samples and Quotations

We are also buyers—all grains and
seeds. If you have interesting offers
send us samples and quotations.

J. Bolgiano & Son
BALTIMORE, MD.

Marshall Grain Co.

DISTRIBUTORS OF

KAFFIR MILO

Weights and Grades
Guaranteed at destination.

Responsible brokers wanted in all markets

517-18 Grain Exchange Building
Oklahoma City, Okla.

MINNEAPOLIS SEED COMPANY

MINNEAPOLIS, MINN.

WE ARE BUYERS AND SELLERS

TIMOTHY—CLOVERS—MILLETS

Grass Seeds and Seed Grains

Send samples for bids

Ask for samples and prices

The Stanford Seed Company, Inc.
Wholesale Field Seeds :: BUFFALO, N. Y.



FLOWER, FIELD and LAWN SEED
J. OLIVER JOHNSON
Wholesale
SEED MERCHANT
1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

Prompt Shipment
SEEDS
CLOVERS, TIMOTHY
GRASS SEEDS
SEED GRAINS
FODDER CORN
MILLETS
And A Full Line Of Seeds
NORTHRUP, KING & CO.
Seedsmen
Minneapolis, Minnesota

IF YOU WANT

regular country shippers
to become familiar with
your firm name, place
your "ad" here :: ::

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA

Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

COURTEEN
SEED CO. Milwaukee, Wisconsin
Clover, Timothy, Grass Seed
Grain Bags

North American Seed Co.
WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"

THE
ILLINOIS SEED CO.
CHICAGO, ILL.
WE BUY AND SELL
Field Seeds

Ask for Prices
Mail Samples for Bids

The J. M. McCullough's Sons Co.
BUYERS—SELLERS
Field and Garden Seeds
CINCINNATI - - - OHIO

LOUISVILLE SEED COMPANY
INCORPORATED
LOUISVILLE, KY.
Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

FarmerSeed & Nursery Co.
Growers of Northern Grown
SEED CORN, CLOVERS, TIMOTHY
AND ALFALFA
FARIBAULT - - MINN

Clark's Decimal Wheat Values

A Book of Tables for Instantly Finding the Cost of Any Number of Pounds of Wheat, Alfalfa Seed, Peas or Potatoes at Any Market Value Per Bushel.

These tables have recently been extended to give the exact value of any given weight of Wheat or other commodity weighing 60 lbs. per bushel at all prices—

From 50 Cents to \$2.39 Per Bushel

Such tables are indispensable for Wheat handlers as they save their cost in labor and time saved and errors prevented. This book should be on every Wheat handler's desk.

Each table is printed in two colors, red and black, and each group of figures is divided by suitable red rules to facilitate the calculation. No other book of tables will give you these values so quickly. They will save you many hours of needless figuring. Compact, convenient and dependable.

They are printed on Linen Ledger paper bound in vellum so they should last for years. Form 33X. Price \$2.75.

Order now and be prepared for this year's Big Crop

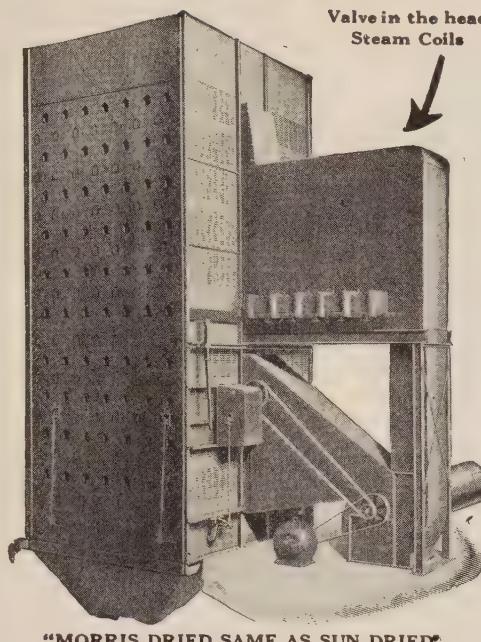
Address All Orders to the

Grain Dealers Journal

305 So. La Salle St.

Chicago, Ill.

MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

BE PREPARED
BUY AN AUTOMATIC MORRIS
You will use it every year.
AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

We Also Offer a Complete Line of
Direct Heat Driers

THE STRONG-SCOTT MFG. COMPANY

"Everything for Every Mill and Elevator"

GREAT FALLS

SPOKANE

MINNEAPOLIS

WINNIPEG

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$6.25

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8 $\frac{1}{2}$ x 14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2 $\frac{1}{2}$ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 $\frac{1}{2}$ x 16 $\frac{1}{2}$ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3 $\frac{1}{2}$ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

TRACTORS—IMPLEMENTS

IF you sell these lines
you should have the
leading and oldest
paper in this field,
established 1882.

To subscribers we furnish a valuable service
for locating and handling repair parts.

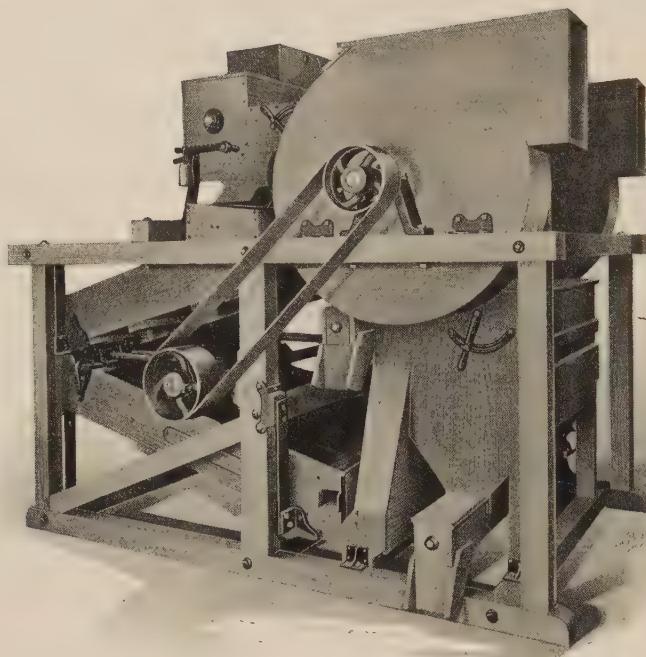
Paper is published
weekly at \$2 for 52 issues.

Write on your letter
head for free sample
and repair information.

FARM IMPLEMENT NEWS
THE TRACTOR AND TRUCK REVIEW

157 N. STATE ST.

CHICAGO



SIDNEY

In every branch of Industry there is always one manufacturer's product that stands in a class by itself because of its own powers of efficiency, economy, durability.

In the grain cleaning field it is the Sidney Double Shoe Grain and Corn Cleaner. Certainly no machine has had less advertising than this, but it is generally conceded that it is in a class almost by itself, due to its own virtues.

And furthermore we guarantee it will clean corn, oats, wheat, rye and barley **clean**. May we send you the details?

The PHILIP SMITH MANUFACTURING CO.

Sidney, Ohio

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month at
305 So. LaSalle Street, Chicago, Ill., U.S.A.
Charles S. Clark, Manager

SUBSCRIPTION RATES to United States,
semi-monthly, one year, cash with order,
\$2.00; two years, \$3.60; three years, \$5.00;
single copy, 15c.

To Foreign Countries within the Postal
Union prepaid, one year, \$3.25; to Canada,
\$2.75.

THE ADVERTISING value of the Grain
Dealers Journal as a medium for reaching
progressive grain dealers and elevator men
is unquestioned. The character and number
of advertisements in its columns tell of its
worth. If you would be classed with the
leading firms catering to the grain trade
place your announcements in the Journal.

Advertisements of meritorious grain ele-
vator machinery and supplies and of re-
sponsible firms who seek to serve grain dealers
are solicited. We will not knowingly
permit our pages to be used by irresponsible
firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those
engaged in the grain trade, news items, re-
ports on crops, grain movement, new grain
firms, new grain elevators, contemplated im-
provements, grain receipts, shipments, and
cars leaking grain in transit, are always
welcome. Let us hear from you.

QUERIES for grain trade information not
found in the Journal are invited. Address
"Asked-Answered" department. The ser-
vice is free.

CHICAGO, OCTOBER 10, 1920

WEEVIL would not bring so many losses to grain dealers if all elevator operators would dry and clean their grain before placing it in bins or cars.

CORN is as cheap as coal of the anthracite variety on some western farms, pound for pound; but the price of coal will drop before the farmers seriously consider corn as a fuel substitute.

CUBAN buyers have defaulted on so many contracts the harbor of Havana is badly congested with rejected shipments. The shippers who have suffered will henceforth hesitate to load anything for Havana until it has been paid for.

THE SOFT COAL JOBBERS and brokers seem to be getting in bad with the grand juries and the prosecuting attorneys. However, the consuming public is slowly filling up its bins, so that excess supply will no doubt depress prices.

JUST when wool growers are pooling their clips for higher prices comes the disheartening news that a process has been perfected in England for making a fleece artificially in every way equal to the natural product and much cheaper.

BREAD SUBSIDY in England has had the usual effect of government interference with the law of supply and demand, of upsetting normal production. Selling imported wheat below the market price drove English wheat growers this spring to reduce the acreages of that cereal so that Britain must look overseas for a larger import than would be necessary had the market been open.

A NEW FORM of Domestic B/L has been ordered in Official and Western Classification territory effective today, but the I. C. Commission has other changes under consideration so printing a fresh supply of blank bills may prove hasty and wasteful.

FREIGHT MOVEMENT in early October shows a falling off of about ten per cent compared with a year ago, principally because merchandise is not being offered for shipment so freely as grains. Should this trend continue several weeks longer the car shortage will be a thing of the past.

GRAIN GROWERS will convene at Washington next week to protest against the reduction in commodity prices, forgetting that the high prices were due to a saturnalia of buying that has ceased. The consumers are now on strike against the high prices due principally to the high labor costs of distribution.

MILLERS who enjoyed extreme prosperity during federal wheat and flour price fixing have fallen into adversity due to freight rate discrimination against flour in favor of wheat going to Europe, at the same time that Canadian flour favored by the exchange against Dominion currency is underselling them in the domestic market.

MANITOBA may offer its government elevators for sale after the provincial legislature meets. The grain business was found not to be a profitable one for the government, and the houses are now under lease. As the cost of materials has doubled since the plants were erected it is thought the government could come out whole by selling now.

THREE FIRES reported in Iowa news column in this number started in the engine room. Two plants were completely destroyed. All the losses could have been prevented if the engine rooms had been properly located and constructed of fireproof material. The only safe place for gasoline tanks is underground, at least fifty feet from the power house.

SEVEN YEARS for stealing a sack of wheat was the sentence given Philip Hunt by the Criminal Court of Kansas City recently, with the result that all petty pilferers and especially thieves who steal wheat from cars in railway yards gasped and looked for honest work. If all violators of the criminal law were punished so severely, the courts would soon have little to do.

AGITATORS trying to organize the grain growers at this time to engage in merchandising are leading the farmers into the stiffest of adverse business gales. No one carrying a stock on hand can hope to escape loss due to the prices that are falling everywhere, and farmers who engage in merchandising will be no exception. The farmer who joins an organization solely for the dollars and cents it promises to save him will buy elsewhere when regular business houses quote him a lower price than the farmers' company. In other words, an organization that does not save the farmer money has no reason for existence, unless to give the promoters a means to separate him from his money.

OAT BINS are not built for the purpose of storing corn, rye or wheat, a fact that some managers of country elevators learn only by experience. Several times recently, we have published news items regarding the wrecking of oat bins as a result of storing wheat in them. This was to be expected. A bin full of oats will seldom weigh much more than one-half what the same bin full of wheat will weigh; and then, too, wheat flows much more readily than oats, so the lateral stress is greater.

THE FARMERS of four large counties adjoining the Colorado-Utah line have recently organized a company to facilitate and expedite the marketing of their products. Not only will they build an elevator at the nearest railroad point, which is nearly seventy miles from some of the farms, but they will also build a small flour mill at some point of advantage to all, and establish a truck line to reduce the expense of hauling their products back and forth. In this they should be able to effect a real economy in marketing facilities as well as in time and labor spent in carrying products to and from market.

MAN-LIFTS are installed in grain elevators for the convenience and economy of time and strength of the operator. An elevator at Browns Valley, Minn., was recently visited by a young man with time to spare, and he immediately jumped on the man-lift and started out on a tour of wild investigation. The balance weights being set for a much heavier man, the platform shot aloft, the young man's head struck the cross bar, and then his body fell to the floor below. Of course, everybody blames the elevator operator, and no doubt he will place his man-lift under lock and key and post signs warning loiterers to "Keep Out." The grain elevator was never designed as a playhouse, altho every month of the year we report sad accidents because of someone wandering about the moving machinery or the uncovered bins, in utter disregard of the many hazards to their own safety.

IF ELEVATOR owners and others operating plants on side tracks of railroads accept the side track agreement clause recommended by the National Industrial Traffic League at its Louisville meeting, reported elsewhere in this number, it will be greatly to the advantage of property owners to carry insurance against accidents on the side track to their own or railroad employees or to the person or property of any others. While such accidents are of infrequent occurrence, often the losses are very heavy. Few country elevator men could afford to assume such liability without protection. Some losses resulting from accidents to railroad employees and passengers on trains which have plunged into grain elevators have exceeded \$100,000. The payment of such a sum to the victims of railroad carelessness might give great relief to both the railroad and the sufferers, but it would prove a heavy drain on the exchequer of most grain elevator men. Read all railroad leases and agreements before signing and refuse to assume liabilities without taking out insurance against personal loss.

The GRAIN DEALERS JOURNAL.

TRUSTWORTHY information on farm products from all over the world is desired by the farmers national organization, which proposes an appropriation enabling the Department of Agriculture to collect this information. Evidently the farmers do not know that the most trustworthy official statistics from all parts of the world are now collected by the International Institute of Agriculture, headquarters at Rome, Italy, the expenses of which are shared by the leading nations as a co-operative league organized by the late David Lubin.

THE CHARGE made by the President of the B. & O. R. R. that cars are in the hands of the shippers 37% of the time has so stirred the members of the National Industrial Traffic League that a move is now on foot to have all shippers keep a record of the movement of cars used by them on blanks prepared by the League to the end that they can place the blame for delay right where it belongs. A comparison of the service rendered by the different roads would bring remorse to the traffic managers of many lines, and might result in a marked improvement in service, if not a large loss of business to the lines leading in inefficiency.

A LARGE UTAH MILL was completely burned recently, without damaging six large steel grain tanks nearby. While no doubt the 20,000 bu. of wheat in the tanks would have been thoroughly cooked or scorched if the winds had carried the heat and flames toward the steel tanks, it escaped damage this time. Where steel tanks are used for supplementary storage, they should be protected from all adjoining buildings erected of combustible material, by a fireproof wall or a veneer of fireproof tiling. With such protection, the exposure hazard of steel tanks and their contents will be so reduced as to earn a much lower rate of insurance and thereby pay for the protecting wall as well as save the property.

STORING GRAIN in Nebraska and other states having public warehouse laws without a state warehouse license is likely to make trouble for elevator operators, and may prove far more expensive than a dozen licenses. One company, operating an elevator at Wilcox, Nebr., recently was cited before the State Railway Commission on the complaint of a farmer who claimed that the wheat he delivered to the elevator was sold outright, while the manager of the house claimed that his company accepted it for storage, altho they had no license to do so. A marked decline in the price of the grain made it greatly to the advantage of each contender to fight for his version of the transaction. If the elevator operator had made it his inviolate practice to issue storage receipts for every lot of grain accepted on storage and had issued such a receipt to the complainant, then it would be very easy to sustain his position. Operators of country elevators have long since realized that it is unsafe to take grain into store for farmers without a complete signed statement in writing or printing of all the terms and conditions of the contract; otherwise needless and expensive differences and disputes are sure to arise.

COLLAPSING ELEVATORS generally increase in number with the movement of a new crop and a scarcity of cars, but this fall we have had reports of comparatively few disasters of this character, and most of the houses collapsing have been old structures which have not been equal to a full load for years. It is much cheaper, safer, and more satisfactory to keep your elevator in repair and rebrace whenever overloads are in prospect; otherwise bulging, leaking and mixing of grains is sure to make expensive trouble.

TIPPING railroad employees for cars was condemned most bitterly by the National Industrial Traffic League last week and doubtless every other organization of shippers will denounce the practice, but unless the railroad managers take steps to stop this reprehensible practice shippers in need of cars will have to hand out the coin or wait until all tippers are supplied. The charge that the railroad managers share in train crews' ill-gotten gains will not be credited by shippers when they know that cars are being distributed equitably among all applicants.

WOOD SHINGLES are known to have contributed largely to the burning of so many grain elevators, the wonder is any grain dealer would permit his house to be covered by wood or combustible material. If the elevator men persist in using wood shingles, they should at least attempt to reduce the fire hazards of their roofs by using fireproofing material. While covering the shingles with a paint loaded heavily with talcum would no doubt increase the fire resisting qualities of the roof, it would seem far better to use non-combustible material and thereby insure protection from locomotive sparks for all time to come.

PROSPECTIVE BUILDERS will be much interested in the contribution and chart of Mr. Miller, published elsewhere in this number, because of the interesting statement of cost of construction for the past and the coming year. The reluctance of would-be buyers to pay the extravagant prices ruling in most markets is bound to force down prices to a figure not now deemed possible. Then, after the low point has been reached, no doubt the prospective builders, gaining renewed confidence, will start to build with such rapidity that prices will probably rise again. The supply of and demand for building material will continue to be the most potent factors in establishing market prices.

FLOATING GRAIN TRANSFER elevators have generally proved of great advantage to ports receiving and shipping grain by water, but ports receiving all grain by rail and shipping all by water have always found direct loading by means of extensive grain conveyors more efficient and more economical. The use of lighters and floating elevators, as seems to be contemplated by St. Johns, would appear to make for delay in transferring. The expediting of the transfer of grain from cars to boats is always most important in every grain export port. Without the best facilities obtainable, the transportation facilities both in and out of the port must be unduly delayed and used for warehouse purposes rather than transportation.

THREE ELEVATOR COMPANIES are told of in the news columns this number, who recently found it necessary to reinstall gasoline power, because they could not get sufficient electric current to operate their elevators to capacity. Some of the smaller power companies are very ambitious for business, and frequently sell more current than they can deliver, with the result that patrons are greatly handicapped. It behooves elevator operators who are about to change to electric power to make sure that they can obtain the full amount of power required.

THE OPERATOR of a Michigan elevator, adjacent to a flowing stream, was much dismayed recently to discover that a leak in one of his boots was filling up the river with high priced wheat. At last accounts, several wagon loads of sour wheat were recovered and used for feed. A frequent inspection of all wood bins, spouts, and legs, especially when in operation, will occasionally disclose leaks at points thought impossible. Operators of houses constructed of tile or wood need to watch carefully and perpetually in order to prevent losses from this source.

PROFITEERS are increasing in greed as well as in new forms of grasping. Paper mills are refusing to accept contracts for paper at a stipulated price and filling only those orders which permit the price to be fixed by maker at time of delivery and they do not hesitate to increase the price 400 to 450% over fair pre-war prices. None attempt to justify such extortion, but just take the money. Can it be that the many exactions of the excess profits and the income tax laws prompts profiteers to stuff their own surplus accounts while grabbing enough to satisfy the burdensome demands of the Government?

CO-OPERATIVE COMPANIES are being induced by enthusiastic stock salesmen to invest more money in plant and equipment than is justified by the amount of grain usually marketed at the station. This makes it difficult for the manager to make a good showing, and also multiplies the difficulty of getting out whole whenever they want to sell the plant. While the business of some country elevators might justify an investment of \$50,000 to \$100,000, they are few and far between. A rapid handling plant could be obtained for much less money and all grain offered handled just as advantageously and as expeditiously.

THE CLAIM AGENT of the C. M. & St. P. R. R., in hope of living up to the bull-headed, obstinate reputation of his predecessors, is refusing point-blank to consider any claims for damages caused to grain because of delay in transit or in furnishing cars for loading. The declining markets of the last few months have forced many burdensome losses on shippers whose grains had been in transit many weeks. The shippers were not to blame for the delay in getting the grain to market, but the carrier was, hence it should pay the shipper the difference between the price he could have obtained had his grain been delivered within a reasonable time, and the price he was forced to accept when it did finally reach market. Most of the railroad claim agents readily recognize this liability of the carriers, and the few stubborn ones will come around to the same view if the shippers will persist in bringing suit for the money rightly due them for such losses.

Official and Unofficial Weights.

Recent numbers of the Journal have contained several communications bearing on the desirability of having all grain weighed in terminal markets supervised by weighmen or tally-men who were in nowise dependent upon either the elevator where grain was unloaded or the buyer of the grain for their position or employment.

As Mr. Coon has well said elsewhere in this number, most of the men engaged in the grain business are above suspicion, but lax methods of handling in any department give the tricksters and the sharpers warm invitation to take small advantages, which brings discredit and rigid regulation to the entire market. The honest man has no sympathy with the shark who is ever watching for an opportunity to take advantage of the unwary, and hence he is very willing to submit to cumbersome, expensive supervision and regulation. He submits willingly because he wants his own transactions to be above suspicion of all outsiders. Such men are a credit to every market. Not only do they help to make the market attractive to outside shippers and buyers, but they sacrifice much to keep it so.

The Government of our forefathers prosecuted and punished unmercifully all known offenders of the law, but the tendency of our present system of government is to provide an army of tally-men, inspectors, supervisors, censors and detectives to keep all men in the straight and narrow path. Our present system makes far more places, requires the employment of many more men, and punishes very few.

If the grain trade is ever to correct the shortage abuse, it must establish a general clearing house in each section for all complaints of short weights. With such a bureau watching the complaints, the offenders in each market will soon be spotted by their own records, with the result that they will be compelled to correct their weighing methods or facilities or seek business in some other line.

New Bait for Over-Bidders.

Farm tenants in the vicinity of Appleton, Minn., recently devised a new scheme for spurring the local grain buyers to engage in an over-bidding contest. It seems that these growers, being dissatisfied with the prices paid by the farmers and the line elevator companies, joined hands and asked bids from all elevator operators for their entire crops. The bait resulted in but one bid and the sale has not proved satisfactory to either the buyer or the sellers.

Country elevator men who are so near sighted as to permit themselves to be drawn into a fight of this character cannot expect long to succeed in business. While there can be no objection to a bid being tendered which will insure the buyer a fair margin of profit, still that is not what the renters sought.

The fixed charges on the marketing of grain from any station do not vary sufficiently between the stations elevators to justify any marked difference in the prices bid by the buyers operating elevators at the station. Farmers know this, and so do grain dealers, but the eagerness of some dealers for more

business frequently will lead them to commit the indiscretion of overbidding, with the ultimate result that most of the dealers are drawn into the contest and all lose money on their year's business.

The grain dealer who offers to handle the crops of twenty farmers on any less margin of profit than he has been offering to handle the grain of all comers, admits that the margin he has been seeking was unreasonable, and helps to convince the twenty farmers of his section that he is determined to play the greedy profiteer whenever the opportunity affords.

The buyer who always refuses to raise his bids wins the confidence of his farmer patrons, because they cannot help but be convinced that his posted price bid daily for grain is all he can really afford to pay.

This new scheme for starting a fight has failed at Appleton, as it will fail everywhere else when the dealers are alive to their own interests.

The Declining Prices for Grain.

Farmers of all sections are no doubt much disgruntled by the decline in the prices offered for their grain. One Iowa shipper, whose letter appears in this number, writes: "Offer them 75 cents for their corn, and they laugh at you." The more grain the farmers hold back on their farms out of sight, the more eagerly will consumers bid for the grain that is in the market places.

Terminal market dealers and manufacturers generally have been averse to buying large stocks of grain, because they have feared the declines which have recently occurred. Jobbers and manufacturers of grain products have also been cautious and bought sparingly. Europe has taken so much of our wheat at higher prices since the new crop was harvested, that it is not likely in the face of recent declines to bid up for more of the crop until pushed to it by necessity.

North America has a bountiful supply, much in excess of its home needs, so that prices for wheat, corn, and oats are sure to sag if the farmers press their grain on the market, or the foreign demand continues to decline. Wheat, like sugar, is a world commodity, and when our own prices get above a reasonable figure, not only will our exports decline, but other countries will begin to economize in the hope of shipping us a few bushels.

If the United States farmers are interested in better prices for their wheat, it is up to them to hold the grain off the market until the buyers become more anxious for it. Demanding that an embargo be placed on imports from Canada would only serve to stampede Canadian sellers who are anxious to unload at current prices.

Closing the Board of Trade, as suggested by the thoughtless Governor of Kansas, would not help matters any. The Board does not deal in grain, but it does regulate traders and forces them to abide by their contracts. If the Board were closed, they would go out on the street and the trade would fall into the hands of unprincipled contract jumpers, who could and would manipulate markets in many ways now prevented by the rules and regulations of the organized exchanges.

The deflation of our currency through the influence of the Federal Reserve banks should bring down the prices of other commodities as well as grain, and thereby help to keep up the purchasing power of the grain producer's product, so when all prices are readjusted his products will command as much in proportion to the products of others as before.

Telegraf Companies to be Made Liable

by I. C. C.

Examiner M. A. Pattison in a tentative report on No. 11524, limitation of liability of telegraf companies, has recommended to the Interstate Commerce Commission rules that will make the wire companies responsible for their errors.

The examiner finds that the Western Union has been guilty of authorizing superintendents to pay loss claims up to \$500 without referring them to higher authority, for the benefit of favored patrons, and to attract business from the Postal Telegraf Co., which adhered strictly to the fine print conditions in the schedules. The examiner said:

"It is clear that the policy of the Western Union is contrary to both the spirit and terms of the interstate commerce act and therefore must be condemned; that the requirement of adherence to established rates and charges, as provided in the act, applies as strictly to telegraf companies as to other common carriers cannot be questioned, yet that company makes it a practice, when a default occurs in connection with a message for which it charged the unrepeated rate, to perform an act of service which it offers to do only at a higher rate. This is a plain departure from its published rules and stands on the same footing as an unlawful rebate. Those who rely upon the published rules are thus placed at a disadvantage while others, either through ignorance of the rules or with knowledge that they are disregarded, are accorded reimbursement for the losses which they may have sustained through the carrier's negligence.

"Except for a short period following the amendment to the act in 1910, the practice of adjusting claims to the full extent of the actual loss suffered has been consistently followed, yet the surplus, as shown by the annual reports to the stockholders, has been increased from \$7,733,692 on June 30, 1910, to \$32,518,993 on September 30, 1918. Dividends paid in 1910 were at the rate of 3 per cent and in 1917 and 1918 at 7 per cent. During this period the funded debt was reduced from slightly over \$40,000,000 to approximately \$32,000,000."

At present half the messages, particularly between large cities, are automatically transmitted from the receiving office and received on machines which print the messages directly upon the receiving blank. The errors are limited to those made by the operators who prepare the messages for the automatic senders.

According to the testimony of the Postal, the ratio of errors in transmission to the number of messages is about one in 25,000 to 30,000. The repeated message, on account of the delay, the witnesses said, was not satisfactory, and one operator testified that in an experience of 17 or 18 years he had sent not more than 200 messages of that kind.

All other common carriers subject to the act have been made fully liable for their errors or negligence, notwithstanding attempted limitations by contracts, rules or otherwise, except in instances where they have been expressly authorized by the Commission to maintain varying rates depending on the value of the article transported. Mr. Pattison said the record afforded no sound reason why telegraf companies should longer be permitted to avoid responsibility for their errors of negligence or limit it to the nominal amounts now provided for in their rules.

Examiner Pattison's recommendation is that the rules be changed so that the telegraf common carriers will be compelled to assume liability not exceeding \$500 on unrepeated messages; not more than \$5,000 on repeated messages, and liability in excess of \$5,000 on the repeated message rate, plus a surcharge of one-tenth of one per cent of the stated or declared value of the message in excess of \$5,000.

The GRAIN DEALERS JOURNAL

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Time to File Claim for Refund of Tax?

Grain Dealers Journal: Is it possible to recover war tax paid on demurrage and how long do we have in which to file claim?—Grain Growers Marketing Ass'n, Dallas, Tex.

Ans.: The war tax on demurrage can be recovered and there is no limit on the time to file claim against the government. Use form No. 46, Dept. of Internal Revenue.

Disposing of Grain Sacks?

Grain Dealers Journal: The disposal of our empty surplus grain bags is always a problem with us and we would like to know how the eastern mills overcome this. Are there any magazines, pamphlets or reports whereby I could keep in touch with the marketing and sale of these bags?—F. J. White, sack department, Fisher Flouring Mills Co., Seattle, Wash.

Shippers Using Their Own Cars?

Grain Dealers Journal: I note that on page 579 of the Grain Dealers Journal for Sept. 25 there is a short article about a certain Kansas shipper having recently purchased box cars for his own use for forwarding grain. I would like to have the names of other shippers that are using their own cars.—Clifford Thorne, attorney Farmers National Grain Dealers Ass'n, Chicago, Ill.

Cubical Volume of Oats and Corn?

Grain Dealers Journal: The statement in the Journal last number page 582 in reply to F. R. Sack to the effect that the cubical contents of a bushel of oats, corn, rye, wheat or barley are 2150.42 cubic inches is in error. This is the old English or Winchester bushel, which was made standard by the United States, but such a bushel measure, when filled with 32-pound oats, will weigh more than 32 pounds. In fact, based on 32 pounds for oats, 56 pounds corn, rye, flax; 48 pounds barley, and 60 pounds wheat of such densities, the Winchester bushel will apply only to the corn. All grain elevator men know that a bin will hold one-fifth more bushels of 32-pound oats than of corn.

Thirty-two pounds of oats testing 32 pounds to the bushel will occupy a space equal to 1800 cubic inches.—Subscriber.

Ans.: The apparent error disappears when it is considered that the greater quantity shown in a bin by weighing out is because of the fact that oats will pack due to the superincumbent weight.

As a test the Illinois State Grain Inspection Department was requested to fill a quart tester with oats and give the weight. The sample happened to be 34-lb. oats. The weight shown by the contents of the tester kettle was 484.5 grams, which converted into pounds by dividing by 453.6, gave 1.065 lbs. as the weight of the oats. The quart tester kettle contains 67.20 cubic inches, which is contained in the Winchester bushel, 2,150.42 cu. ins., 32 times. Then 32 times 1.065 equals 34.08 lbs., which is the contents of the Winchester bushel of these oats, and this corresponds with remarkable accuracy for a practical test to the test weight of the oats, which was in fact 34 lbs., but down weight. The fact that the beam tipped down accounts perhaps for the .08 lb. In a quart tester kettle 32-lb. oats should weigh exactly one pound.

As to how much oats will pack together in a deep bin one man's guess is as good as another's.

The weighing department of the Chicago Board of Trade has found that oats testing 27 to 28 lbs. will occupy 2,025 cu. ins., when set-

tled, to the weighed bushel of 32 lbs. Oats testing 31 to 33 lbs. will occupy 1,800 cu. ins. when settled; and 36 to 38-lb. oats 1,640 cu. ins. The department suggests a rule to add 1/5 to the total derived according to the Winchester bushel standard, unless the oats are light in weight, and if heavy clipped add 1/4 to 1/3 to the weight, to ascertain the weight in the bin.

A gentleman who has officially estimated more than 100,000,000 bus. of grain in elevator bins gives the following table as near enough for practical work. Multiply the number of cubic feet by the multiplier in second column corresponding to the test weight. The result is pounds.

Wheat, corn, rye, kafir,	Oats.	Barley.
Test Multi- plier.	Test Multi- plier.	Test Multi- plier.
50	43	26
51	44	27
52	45	28
53	46	29
54	47	30
55	48	31
56	49	32
57	50	33
58	51	34
59	52	35
60	53	36
61	54	37
62	55	38
..	..	39
		40
		48

The foregoing table makes no pretension to accuracy and the author gives the figures subject to verification and correction by tests which are contemplated.

Minimum Weights on Animal and Poultry Feed?

Grain Dealers Journal: We have made a number of shipments of feed, classed in Southern Classification animal and poultry feed, not otherwise indexed by name, prepared, Class D of 40,000 pounds. On arrival at destinations in Southeast Territory, these shipments have been raised to 60,000 pounds minimum.

We contend that inasmuch as there is no commodity shown in the general supplement raising minimum weights on grain products that covers animal and poultry feed, prepared, and inasmuch as animal and poultry feed, not otherwise indexed by name, is not shown in the classification under the heading of "Grain Products," carriers have no authority to assess 60,000 pounds minimum.

What has been the experience of other shippers of feed with minimum weights to southeastern territory?—Geo. B. Matthews & Sons, New Orleans, La.

Distribution of Cars?

Grain Dealers Journal: Suppose one elevator has 25,000 bus. capacity, and the competing house 8,000 bus., and the railroad company divides the cars equally, is this not a diversion of the grain from its natural channel? What is the remedy, or what is the rule for proper distribution when cars are scarce?—Farmers Elevator Co., Mt. Clare, Neb.

Ans.: Under the official car service rules capacity is not considered in apportioning cars, unless such capacity is actually filled with grain, the rule providing that cars shall be divided among the applicants in proportion to the amount of grain on hand available for prompt loading. If the elevator with 25,000 capacity has only 8,000 bus. in store and the other house, with 8,000 bus. capacity, is filled up, the railroad agent is warranted in dividing the cars equally. The rule reads as follows:

Effective September 16, 1919, the following rules will, during periods of car shortage, govern uniformly the distribution between shippers of cars available for grain loading at stations.

1. Each shipper of grain will advise the carrier's agent each Saturday of the total quantity of grain on hand tendered for rail shipment. The ratio of the quantity so reported by each shipper to the total quantity reported by all shippers shall be the percentage basis for the distribution of available cars at that station during the ensuing week for grain loading.

2. Each shipper of grain shall make written order on the carrier's agent for cars wanted for grain loading, showing the following information: A. Date of order; B. Number of cars wanted (in units of 40-ton cars) and whether for sacked or bulk grain; C. Destinations; D. Date wanted to load; E. Quantity of each kind of grain on hand and conveniently located for prompt loading tendered for rail shipment; F.

Name of shipper. Copies of orders by a shipper located on more than one carrier (steam, electric or water) shall be filed with the agent of each carrier. Such combined orders must not exceed the total grain conveniently located for prompt loading tendered for shipment.

3. Cars will not be furnished in excess of a shipper's ability to load and ship promptly.

4. When a shipper's pro-rata share of the available car supply is a fraction of a car, the fraction will be carried to his credit, and he will be entitled to car supply on the basis of the aggregate of such fractional credits.

5. The term "prompt loading," as used in these rules, is intended to mean that a car placed for loading not later than 10 a. m. must be loaded and billing instructions tendered before the close of the day on which it is placed, failing which, such car will be charged against the shipper's allotment as an additional empty for each succeeding day held for loading, or for billing instructions.

W. C. KENDALL,
Manager Car Service Section.

Approved:
W. T. TYLER,
Director Division of Operation.

Who Pays Transfer on Sale F. O. B.?

Grain Dealers Journal: I sold a car of wheat f. o. b. my track and for some cause the wheat was transferred into another car. Who should pay the transfer charges, buyer or seller?—G. M. James, mgr. Woodston Grain Co., Woodston, Kan.

Ans.: If the car breaks down due to fault of the carrier the carrier pays the cost. If over-loaded by shipper he pays the damage. If buyer orders transfer for reasons of his own he pays the cost. In general the shipper should pay no expense that arises after he has placed the grain on board car. The buyer pays the freight and the transfer charge may be considered a part of the transportation cost.

OPEN TOP cars for coal and their distribution to the various mines was the subject of a recent order of the Interstate Commerce Commission to the carriers. The order says, in part: Upon any day when a common carrier by railroad is unable to supply any mine upon its line with the required open top cars, open top cars shall not be furnished or supplied by it to any other mine which customarily does not load or is unable to load such open top cars with coal within 24 hours from and after the time of placement for loading by the carrier, until all other mines have been fully supplied with open top cars.

Grain and Hay Show at Chicago.

Plans have been made for the second annual Grain and Hay Show to be held in connection with the International Live Stock Exposition, Nov. 27 to Dec. 4, 1920, at the Union Stock Yards, Chicago.

The Chicago Board of Trade has appropriated \$10,000.00 for cash premiums. In addition to special trophies already provided for the best sample of corn, best ear of corn and best exhibit of hay, trophies will be offered this year for the best exhibits of wheat and oats.

A special feature of the show will be classes for clovers, alfalfa, timothy, soy beans, cow peas, field peas, kaffir corn and milo maize.

The state agricultural colleges and the U. S. Department of Agriculture will make educational displays. The Province of Ontario and the Canadian Seed Growers Ass'n will also take a prominent place in the show this year.

Director G. I. Christie of Purdue University will again serve as Superintendent of the Grain and Hay Show, with W. Q. Fitch as assistant.

At a recent meeting of the representatives of the Middle Western States, arrangements were made for the active co-operation of the state agricultural colleges, state corn and crop improvement associations. There is every indication that the 1920 show will surpass that of last year in number of exhibits and in interest on the part of the grain and hay producers.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Would Make a Private Monopoly of Grain Future Sales.

Grain Dealers Journal: In your "Editorials" in the Grain Dealers Journal, in reply to my letter of recent date you use the following language: "Anyone familiar with the objects and the work of the grain exchanges will not condemn the present system of marketing grain unless prompted by some spirit of revenge or a selfish hope of gaining a permanent advantage."

This is a pretty strong indictment against those who may disagree with you as to the advisability of continuing the gambling features in the grain market.

I might question your motives, because of the fact that a very large proportion of your advertising patronage comes from those who are interested, either directly or indirectly in perpetuating this gambling feature. I am not doing this, however, giving you the credit of being honest in your opinions over and above any money interest that you might have in taking the stand that you are taking on the continuation of option trading.

The point at issue in the matter revolves around the proposition as to whether or not it is commercially and morally expedient to allow the great cereal crops of this country to be used as a football in the biggest gambling game in the world.

Senator Capper's position is that the great cereal crops of this country, which are a basis for the food supplies of the United States, as well as millions of people in other countries, should not be made a basis for gambling. Millions of dollars are spent every year by private wire houses and commission men in spreading fictitious and artificial propaganda for the purpose of influencing the market, thereby causing wide and violent fluctuations; this is done with a view of inducing those who are influenced by an active market to place orders for execution in the pit. The action of the market since July 15 has been demoralizing to those who were actually engaged in merchandising of wheat; fluctuations have been erratic and violent and not based on any legitimate supply and demand. Never in the history of this country has there been larger exports than we have had during the past ninety days. Stocks of wheat are light at all terminal markets and the bulk of the movement of winter wheat so far has gone to fill export orders, in the face of this we have had a break of about 85c in Kansas City December wheat since July 15.

I am not unmindful of the fact that the offerings of Canadian wheat has been responsible to a greater or less extent for the decline in values.

I will venture the assertion that if the figures could be produced they would show that the wheat crops of this country have been sold, not once but several times in the various grain pits.

What the average man objects to is the fact that the pit, or speculative condition, should fix the price of every bushel of wheat grown in this country rather than the actual supply and demand condition.

You know, if you are at all familiar with the speculative market, that the public must be the loser; the man who gives an order to buy 10,000 bushels, or sells 10,000 bushels of wheat in the Chicago wheat pit has a loss

of more than \$25.00 the minute the trade is executed, in the way of commissions. These enormous commissions and the large profits resulting from them are what keeps the game alive.

To my mind there are three classes who are in favor of the continuation of grain gambling. First: those who are making money out of it in the way of commissions. Second: those who believe that because this system has been in operation for several decades it should be continued, and third: those who have lost their all and still have a lingering hope that they may sometime get right and recuperate their losses.

I have talked to members of various Boards of Trade and find a respectable percentage of them who denounce this gambling feature in grain and are with Senator Capper in his efforts to have it discontinued. I have yet to find any man who can offer one solitary, tangible and reasonable argument in favor of speculation in wheat as it is handled today. It is a detriment to every merchandiser of grain and a detriment to every miller.

Every change, or innovation in an old system has always met with the argument that the proposed change would be ruinous to business. A few years ago when legislation was proposed to prevent the giving of secret railroad rates many firms who had been favored by these rates took the position that they would be put out of business if legislation of this character were enacted; it was enacted and put into operation and it did not put them out of business, but it gave an opportunity to thousands of smaller dealers to do business on an equal basis with larger firms.

The 1919 wheat crop was handled without any option market; it is true that the Government had a guaranteed price, but the bulk of the crop was handled at prices anywhere from 5 to 50 cents over the guaranteed price. This is conclusive proof that wheat, like other commodities, could be handled on a strictly merchandising basis, and it is not necessary to run the wheat crops of this country thru the wheat pits.—Yours truly, C. W. Hoyt, Topeka, Kan.

Trading for Future Delivery.

Grain Dealers Journal: In the Journal Sept. 10, page 466, C. W. Hoyt states "All this talk about the option market being necessary to handle the great grain crops of this country is 'moonshine.'"

This is only one man's opinion and could be dismissed were it not that too many others who ought to know better hold the same opinion.

In the first place, Mr. Hoyt's article is full of loose statements, among them being his designation "option" market. There is no option whatever about the "future" market. The seller must deliver or buy in just as if he had sold a ton of coal in June for delivery in November.

Mr. Hoyt does not wish to do away with future delivery of coal apparently, nor the future delivery sales of wheat. He desires those future delivery or "option" sales, as he chooses to call them, to be taken off the Boards of Trade and to be handled privately just like the coal brokers handle coal this month of November. Coal brokers pass a carload along among themselves, adding 50 cents a ton at every transfer until \$3.50 has been added to the cost. They can do this tho performing the minimum of service because their work is done in the darkness, while on the Board of Trade everything is done in the open and there are no buyers at a price that has been swelled by several commissions. The effect of Board of Trade transactions is to narrow the margin of expense coming between the producer and consumer. This has been proved by government investigations.

The fact that some men have the urge to bet on the price of wheat or who is going to win the world's series in baseball has nothing to do with the merits of the game itself.—An Observer.

Colorado and Utah Grain Lands Lie Idle.

Grain Dealers Journal: Only a very small portion of the three million acres of arid land adapted to the growing of grain in Utah and San Juan Counties in Utah and the Dolores and San Miguel Counties of Colorado is in use. Grain grown in this section is of the highest quality. Oats grown on the arid land of San Juan county last year averaged 111.38 bushels to the acre and took the prize for the highest yield of oats per acre grown in the United States. This yield was made on a small tract. On a tract of 130 acres turkey red wheat averaged 51 bushels to the acre. Yields of 40 bushels to the acre are not at all uncommon. These four counties this year will raise in the neighborhood of 1,000,000 bushels of grain. Within a radius of 50 miles around here there are but two mills and these only have a daily capacity of about 25 bbls. each. The recently organized Farmers Milling, Packing & Elevator Co. has long been needed to take care of the marketing problems of the farmers who have had to haul their grain from 15 to 70 miles to a market.—Capt. J. W. Hanson, Monticello, Utah.

Handling on Commission.

Grain Dealers Journal: Some time ago there was a cry abroad that feeders would not feed any stock this winter, but I notice that more corn has been put into since this fall than ever before. Offer them 75¢ for their corn and they laugh at you.

Old corn all cleaned out here except a few small lots, and they expect to hold over till next year. I believe we will handle less corn here this year than last. Nearly every freight train going thru here has from five to twenty-five cars of feeding stock. Corn is a fine crop, but the farmer won't sell for less than cost of production. He will take a chance on cattle and hogs first.

We are doing the same as we understand other elevators are doing around us; that is, refusing to buy anything, but handling on commission. If the markets keep on slipping it looks like we must keep this up. You can't buy low enough, but that the market slips out from under your feet.

No new corn contracted, and none likely to be sold at present prices except by a very few renters who will need money.

Railroad service still fine! We loaded a car on Aug. 24 that was unloaded in Chicago yesterday. A little over 13 miles a day. Some service!—Sergeant Bluff Farmers Elevator Co., Sergeant Bluff, Ia.

Coming Conventions.

Oct. 11, 12 and 13. Grain Dealers' National Ass'n at Minneapolis, Minn.

Oct. 14, 15. United States Feed Distributors Ass'n at Chicago, Ill.

Oct. 22. Mutual Millers & Feed Dealers Ass'n, Olean, N. Y.

Nov. 16, 17, 18. Nebraska Farmers Co-operative Grain and Livestock Ass'n at Omaha, Neb.

Dec. 14, 15, 16. South Dakota Farmers Grain Dealers Ass'n, Sioux Falls, S. D.

Jan. 25, 26, 27. Farmers Grain Dealers Ass'n of Iowa at Fort Dodge, Ia.

INDIA has released 14,000,000 bushels of wheat, presumably to be shipped to England.

THE COTTON CROP is forecasted by the government Oct. 4 as 12,123,000 bales, against 11,329,755 last year.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

CANADA.

Ottawa, Ont.—Crops raised in the Dominion of Canada this year are estimated as follows: Wheat, 289,498,000 bus.; oats, 536,719,000 bus.; barley, 64,257,000 bus.; and rye, 12,915,000 bus. Crops raised in 1919 were considerably under this figure as is shown by the following 1919 report: Wheat, 193,268,000 bus.; oats, 394,387,000 bus.; barley, 56,389,000 bus.; and rye, 10,207,000 bus.—Canadian Buro of Information.

Calgary, Alta.—Until 2 months ago it was feared that the entire Alberta grain crop would be a failure. In spite of the late spring the 1920 wheat crop is 80,000,000 bus. This is the largest wheat crop ever produced in Alberta. The average yield for the entire province is estimated at 22 bus. to the acre. The quality of all the crop is excellent. George Hill, many years chief grain inspector at Calgary, says that never before has he seen wheat grade so consistently high. These yields came in many instances from fields which early in the year farmers thought would not be worth cutting.—John A. Cooper, Director, Buro of Information, Dominion of Canada.

COLORADO.

Hayden, Colo., Oct. 2.—Lots of threshing being done now. Defiance wheat is of good quality and is averaging 25 to 30 bus. to the acre.—F. C. Parker.

ILLINOIS.

Dudley, Ill., Sept. 30.—Corn is out of frost harm. Prospects look good.—Dexter Baber.

Roseville, Ill., Sept. 28.—Corn in this vicinity is curing fast and fine.—C. W. Langdon, mgr., Farmers Grain Co.

Chicago, Ill., Oct. 2.—Frost has occurred in various sections of the Mississippi Valley, altho little has occurred in the corn growing states. Corn is practically out of danger, and in only a few sections would any considerable damage result from freezing weather. Crop is generally excellent. Fall plowing and sowing continues.—American Steel & Wire Co.

Springfield, Ill., Sept. 29.—Weather has been favorable for the preparation of ground for seeding of winter wheat and rye, which is now under way but is being held back in parts of the central and south to avoid the Hessian fly, but will be general in another week. Corn is maturing rapidly. The bulk will be safe from frost by Oct. 10.—H. Merrill Wills, observer, U. S. Dept. of Agri.

Springfield, Ill., Oct. 6.—Frost injured tender vegetation, and damaged late corn in some localities, but as a whole corn was benefited. The damage was largely in low places. Much of the corn is matured, and a considerable portion of the very late has been placed in silos. The chinch bug destruction is severe in the south half of Macoupin County. Wheat seeding continues, and some is coming up in the central areas.—Clarence J. Root, Meteorologist, U. S. Dept. of Agri.

Chicago, Ill., Oct. 1.—Final returns of our correspondents on the spring wheat crop give an average yield per acre of 12.2 bus., which is the average of the previous five years, and gave a total yield of 239,351,000 bus. The crop is 31,000,000 higher than last. The combined wheat crop is 772,000,000 bushels, and compares with 941,000,000 last season—this being the only important grain which had a breakdown this season. Oats gave an average yield per acre of 37.2 bus., or 3.4 bus. above the five-year average, and 7.8 bus. over the average of last year. The total crop is 1,526,235,000 bus., being one of the four largest crops ever reported, 278,000,000 in excess of last season. Condition of corn indicates an average yield of 31 bus. to the acre, or a total of 3,213,088,000 bus., being 296,000,000 in excess of last year, and 404,000,000 in excess of a five-year average. The crop is

the largest in yield per acre, and total bushels, ever reported on the revision of acreage, and only exceeded once in a preliminary report.—P. S. Goodman, Clement, Curtis & Co.

INDIANA.

Corydon, Ind., Sept. 29.—Corn crop is the best in 20 years. Wheat not more than one-fourth of a crop.—Hickman & Keller.

IOWA.

Lewis, Ia., Oct. 4.—Corn crop is badly blown down in this territory.—W. F. Sheppard, mgr., Farmers Union Exchange.

Beaman, Ia., Sept. 28.—Ninety per cent of the corn out of the way of frost.—Roy Follansbee, mgr., Beaman Elevator Co.

Des Moines, Ia., Oct. 5.—Light frost on the morning of Sept. 29 in the north and west counties was followed by heavy frost on the 30th and general killing frosts and freezing temperatures on the morning of Oct. 1. Reports from about 500 correspondents on Oct. 1, show that 84% of the corn was safe from frost damage. More than 90% was safe in most northeast and east-central counties and some western counties, while in some south-central and southeast counties less than 70% was safe. In the latter sections the frost was not severe enough to do much damage, and it is probable that for the State as a whole not more than 10% of the crop will be soft. This will be easily absorbed by feeding on the farms. The abnormally warm and dry three weeks in September worked wonders in saving the crop. Cribbing of the earlier corn will start in about two weeks if the weather continues favorable. Winter wheat seeding continues where the soil is moist enough, but the later seeding lies ungerminated in the ground and needs rain. The earlier seeded wheat is looking green and fine.—Clarence D. Reed, meteorologist, U. S. Dept. of Agri.

KANSAS.

Concordia, Kan., Oct. 4.—No crops were damaged in this locality by wind.—C. N. Lane.

Randolph, Kan., Oct. 7—Sowing of wheat about completed but needs rain badly. Corn will make a heavy crop here. Most farmers short on stock hogs.—J. A. Amnell, Mgr., Randolph Farmers Union Co-op. Ass'n.

Chicago, Ill., Oct. 2.—Kansas corn is maturing rapidly. Cutting is in progress in the southern half and silo filling is general. The estimated state yield is about 140,000,000 bus. Threshing is progressing slowly account rain. The ground is in fine shape, and an increased acreage of fall wheat is being sown, particularly in the central and western sections. Row crops, kafr corn, milo maize, feterita and broom corn are in excellent condition, and with the exception of a small acreage, will mature before frost. Alfalfa will make a good yield.—S. H. Johnson, V. P., C. R. I. & P.

MINNESOTA.

Houston, Minn., Sept. 28.—Yield of spring wheat is 8 to 12 bus. per acre, and most of it poor in quality. Winter wheat yield 20 to 25 bus. per acre, quality good, most of it being No. 1.—Otto Briese, mgr., Houston Co-op. Elevator Co.

Clarkfield, Minn., Sept. 28.—Wheat averages 8 bus. per acre and weighs about 50 to 53 lbs. to the bushel. Oats average 40 bus. with a test weight of 33 lbs. Barley is of poor quality. Corn is out of danger of frost and will be a good crop.—Clarkfield Roller Mills Co.

MONTANA.

Cut Bank, Mont., Oct. 5—Threshing well under way. Grain averaging 5 bus. per acre. Quality good.—J. C. Hogan, mgr., St. Anthony & Dakota Elevator Co.

Bozeman, Mont., Oct. 1.—Crops are very good in the Gallatin Valley. Fall wheat is averaging 20 to 30 bus. and spring wheat 25 to 35 bus. per acre.—John Gary, mgr., Gary Hay & Grain Co.

NEBRASKA.

Beatrice, Neb., Oct. 5.—Early sown wheat needs rain. Some farmers are resowing.—Black Bros.

Rogers, Neb., Oct. 4.—We will have a large crop of good quality corn here.—L. C. Gerriet, agt. T. B. Hord & Co.

Trenton, Neb., Oct. 4.—Corn all made. Wheat fields are looking fine and green.—J. C. Duncan, reptg. W. S. Nicholson Grain Co.

NORTH DAKOTA.

Cooperstown, N. D., Sept. 27.—Less than half a crop in this locality.—O. M. Rogney.

OHIO.

Fremont, O., Oct. 1.—Corn crop in this section is the largest in many years.—Peoples Elevator & Supply Co.

OKLAHOMA.

Hopeton, Okla., Sept. 27.—Wheat is in very good condition. Some wheat is not threshed yet. Stacks are in bad condition. Corn and kafr are good. Ground is in fair condition. Some wheat is being sown.—J. T. Judd.

Chicago, Ill., Oct. 2.—Oklahoma crop condition continues excellent. Favorable weather is giving impetus to the delayed harvesting of early corn. Late corn is growing well and is removed from danger of early frost. The estimated yield is placed at 90,814,000 bus., based on an increased acreage over last year and a higher yield per acre.—S. H. Johnson, V. P., C. R. I. & P.

TEXAS.

Hereford, Tex., Sept. 29.—Crops are unusually good.—E. W. Harrison.

Happy, Tex., Oct. 2.—Fully 75% of the land in this section is still to be broken up. Surrounding country is yielding big crops of wheat and kafr.—J. C. Bradenbaugh.

SOUTH DAKOTA.

Moritz, S. D., Oct. 2.—Crops were light in this section. Wheat yield was 4 bus., barley 12 to 20 bus., oats 10 to 30 bus. Oats quality was good. Other small grains poor. Corn is a good crop and promises a splendid yield. Hay is good.—C. Kjelmyer, mgr., Farmers Elevator Co.

WASHINGTON.

St. John, Wash., Sept. 27.—About 25% of the wheat in this part of the country is either in shocks or is uncut on account of the bad and rainy weather. Shocks are starting to sprout.—L. J. McElmoy, mgr., St. John Elevator Co.

Government Crop Report.

Washington, D. C., Oct. 8.—The Bureau of Crop Estimates of the U. S. Dept. of Agriculture makes the following crop estimates:

Crop.	1920, omitted.	Change indications.	Sept. 1, 1919.	Dec., 1919.	
Winter wheat, bus.	532,641	omitted.	731,636		
Spring wheat	218,007	—19,367	209,351		
All wheat	750,648	—19,367	940,843		
Corn	3,216,192	+84,843	2,917,450		
Oats	1,444,362	+ 2,523	1,248,310		
Barley	191,386	— 3,472	165,719		
Rye	77,893	.....	88,478		
Buckwheat	15,532	+ 4	16,301		
Flax	11,704	+ 117	8,919		
Rice	52,298	+ 146	41,059		
Hay, tame, tons	88,171	.....	91,326		
Do, wild	18,280	.....	17,340		
Kaffirs	139,503	+ 5,539	126,058		
Peanuts	29,217	+ 337	32,263		
Beans	19,364	+ 263	11,488		
CORN.					
Condition Oct. 1, 1920, 10-yr. av.	Forecast Oct. 1, 1920,				
Pennsylvania	92	85	64,429	72,192	
Virginia	97	83	46,444	44,800	
N. Carolina	93	83	60,844	55,100	
Georgia	85	84	69,613	69,890	
Ohio	92	83	156,121	162,800	
Indiana	93	82	192,406	175,750	
Illinois	78	77	307,055	301,000	
Michigan	92	76	63,756	64,350	
Wisconsin	87	80	71,855	85,540	
Minnesota	90	82	117,351	118,000	
Iowa	93	81	426,890	416,000	
Missouri	87	70	215,944	155,412	
S. Dakota	92	81	108,192	91,200	
Nebraska	97	69	250,619	184,186	
Kansas	84	47	159,765	69,362	
Kentucky	98	81	104,005	82,500	
Tennessee	91	81	85,251	74,750	
Alabama	83	81	68,342	62,843	
Mississippi	75	78	66,618	59,700	
Louisiana	84	76	41,627	32,375	
Texas	90	67	169,931	202,800	
Oklahoma	91	49	88,862	74,400	
Arkansas	91	74	63,857	48,726	
U. S.	89.1	74.8	3,216,192	2,917,450	
FLAXSEED.					
Minnesota	87	79	3,390	2,880	
N. Dakota	60	68	4,496	3,800	
S. Dakota	93	78	1,582	1,160	
Montana	35	67	1,736	697	
U. S.	69.8	.....	8,919	8,919	

OATS.

State.	Yield per acre		Total production in	
	1920,* 10-yr. av.,	bu. bu.	1920, [Dec. est.]	1919.
New York	38.5	32.8	46,008	29,580
Pennsylvania	39.0	33.2	44,967	36,859
Ohio	42.0	36.4	63,714	51,858
Indiana	41.0	34.1	76,342	60,225
Illinois	39.5	37.3	150,692	123,060
Michigan	38.5	33.4	55,671	36,875
Wisconsin	44.0	36.8	105,996	78,123
Minnesota	37.5	33.4	120,750	90,160
Iowa	39.0	37.6	214,500	196,182
Missouri	30.5	27.1	43,218	38,259
North Dakota	24.0	24.2	59,328	38,400
South Dakota	34.0	29.3	62,900	53,650
Nebraska	35.0	28.5	74,655	69,962
Kansas	32.0	26.4	56,928	44,229
United States	35.2	32.1	1,444,362	1,248,310

SPRING WHEAT.

Minnesota	9.5	14.1	31,901	36,735
North Dakota	9.5	10.5	65,692	53,613
South Dakota	9.0	11.3	26,604	29,200
Montana	12.0	17.9	15,360	7,713
Washington	12.0	17.4	18,096	20,300
United States	11.2	12.7	218,007	209,351

*Preliminary estimate.

The United States Buckwheat Crop.

While buckwheat is a comparatively unimportant crop in this country the United States is the third largest buckwheat producing country in the world. Our annual crop of 16,000,000 bus. is surpassed only by Russia's 55,000,000-bushel crop and by France's 21,000,000 bushel crop.

According to Agronomist Clyde Leighty of the U. S. Dept. of Agri. for every bushel of buckwheat raised in the U. S. there are 346 bus. of other grains produced.

About 60% of the American buckwheat is grown in the states of New York and Pennsylvania. The five states of Wisconsin, Michigan, Virginia, West Virginia and Maryland grow approximately 20% of the total crop.

A considerable portion of the buckwheat which reaches market each year is a result of its production as a catch crop. Because the crop can mature in the northern states when planted as late as the first week in July it is planted when other crops fail to come up or at a time when the other crops would not mature.

The plant is peculiarly adapted to a worn out soil deficient in lime and to a sandy soil, neither of which could produce any other paying crop.

The seed has a leather like hull, a secondary hull below and the inner kernel. The outer hull is so thick and tough that it is seldom used except for packing delicate glassware and as fuel. The secondary or inner hull contains a large percentage of mineral matter carbohydrates, fats and protein. It makes a fine cattle feed and will produce a large flow of milk. No harmful effects come from this feed when not fed in excess. The whole buckwheat seed makes a good poultry feed.

Many varieties of buckwheat are grown in this country. The two kinds most extensively raised are the Japanese and the silver hull varieties.

The 1920 buckwheat acreage is reported by the Buro of Crop Estimates, U. S. Dept. of Agri., as 752,000 acres or about 5% less than the 1919 acreage. From the condition of the crop on Oct. 1 the Buro estimates an average yield of 20.7 bushels per acre. Total yield is estimated at 15,532,000 bushels, or slightly below the 1919 production.

THOMAS F. HUNT, Dean of the College of Agriculture of the University of California, who is on leave in Europe, has accepted appointment as permanent delegate representing the United States at the International Institute of Agriculture, Rome, Italy.

Nevada, Ia.—No buckwheat is raised in this section of Iowa.—Frazier & Sons.

Towanda, Pa.—Buckwheat is a poor crop throughout northeastern Pennsylvania.—E. C. E.

Lena, Wis.—Buckwheat is sown mostly as a catch crop in this locality. Acreage has shown no increase. Altho the yield is lighter the quality of the grain is good.—J. N. Bassett.

Baldwinsville, N. Y.—Not all of the millers in this locality grind buckwheat. The buckwheat acreage has shown some increase this year. Condition is reported as very good. Farmers have been holding their buckwheat for higher prices so far this year.—Frazee Milling Co.

Dunlap, Mo.—There is very little if any buckwheat planted in this section as a regular crop. The only time it is sown is when some other crop fails to come up or when seed is not available for replanting. I know of only one plot of buckwheat in this locality this year.—S. W.

Benton, Pa., Oct. 2.—The buckwheat acreage here is short. Except in rare cases the yield is light. The grain is very dry but mills good. We are grinding now and are buying buckwheat grain delivered to Benton, Pa. Farmers in this locality seem to be planting less buckwheat each year.—John J. Mather, prop. Benton Roller Mill.

Millyville, Pa., Oct. 2.—The buckwheat crop is about 75% of a normal yield in our section but we think from what we can find out it is about a normal yield all around. We are selling buckwheat flour at \$5.50 per 100 lbs. F. O. B. mill at present. Grain is good quality this year.—Reece & Greenly, props. Millville Roller Mills.

Kitzmiller, Md., Oct. 2.—Buckwheat is a staple crop in this district of Maryland and West Virginia. Practically the same acreage is sown each year. Only part of the crop has been threshed yet. Judging from reports we have from reliable farmers in this district the crop this season will be not more than half of the 1919 crop.—Rafter Mill Co.

Wilkes Barre, Pa., Oct. 1.—Buckwheat acreage is not quite as large as last year. From what we can learn, the buckwheat did not shock nearly as heavy as it looked while growing. The yield is only from 20 to 25 bushels to the acre. What little buckwheat we have received so far this season has been very dry. We were compelled to pay the farmers \$3 per 100 lbs., altho we think this price is high considering that the farmers are now receiving only \$1 per bushel for corn and 50c per bushel for oats.—J. E. Alexander, sec'y, Miner Hillard Milling Co.

Coshocton, N. Y., Oct. 2.—In a district which ships 1,200 cars of buckwheat in an average year statements from 148 loaders and shippers show that the acreage is 89% and the yield 95% of an average year. We never heretofore had a report show such averages. The maximum price of buckwheat is made by competitive bidding of mills for manufacturing into flour. The minimum price is made by the demand for buckwheat for scratch feed mixtures and the price of other coarse grains for cattle feeding. Mills report flour orders very light. It seems probable that the price of buckwheat grain will be made by the demand for it, for feed, in which case it looks as tho the price would depend on that of corn, oats and feeding barley.—A. L. Bailey, treas. Larrowe Buckwheat Flour Corporation.

Janesville, Wis., Oct. 8—Weather conditions that have prevailed since the buckwheat harvest in practically all territory have been the most perfect that we have ever known. There was practically no damage from frost before harvest so that the yield of milling buckwheat from this crop should be exceptionally heavy. Mills have less than half their usual number of orders for early shipment on account of the fact that jobbers generally carried through more or less flour from the last crop, therefore, the demand for early shipment will be filled much more quickly than usual. While prices bid for these first shipments are considerably lower than for the first shipments of last year, we expect still lower prices later, in fact before the season is over we expect to see buckwheat sell at \$2.00 per cwt.—Blodgett-Holmes Co.

The Buckwheat Crop

Cumberland, Md., Oct. 2.—Farmers producing buckwheat have increased their acreage year after year to the extent of about 25%. Up to harvesting, crop looked good. Weather, with other conditions to be considered, indicate an average yield, if not more. Harvesting is completed now, however, and threshing is in progress. While quality is turning out good, yield is only about fifty per cent, which is a considerable disappointment. Grain which we ship is strictly mountain grown and carries the best properties for milling as well as other manufacturing purposes. Market opened, prompt shipment \$3.35 per hundred f. o. b. loading points. Quality offered limited.—Monarch Buckwheat Grain Co.

Wyalusing, Pa., Oct. 6.—Buckwheat acreage this year, we estimate, is between 80 and 85% of last year. There has been no considerable threshing as yet, but such returns as we have had show a yield of about 12½ bus. per acre, which, of course, is not a good average yield. A rough estimate of the production within a radius of ten miles would be ten thousand bushels. The big question here is really not that of production, but of price. We are paying farmers \$3.20 per cwt., which is little enough, considering the cost of production. However, we doubt that this price will be maintained in view of other grain markets, and we anticipate considerable disappointment to local farmers before the season gets much farther. The sensational drop in grain values, just at the time the farmers are harvesting the most costly crop they ever raised, will, in our estimation, ultimately prove little short of disastrous. Conditions are such that we have practically no buckwheat flour orders on our books and surely will not load up with high priced buckwheat. Like most of the grain trade, we are hoping for the best and looking for the worst.—Fisher Welles, Jr., Welles Mill Co.

Madison, Wis.—Wisconsin has a great deal of good buckwheat territory, and I regret that so much of our buckwheat has to be sent in from Pennsylvania and other states in order to supply our mills which make a business of grinding buckwheat flour. It is estimated that over 50% of all the buckwheat used by the mills is sent in from other states. Wisconsin grows excellent buckwheat. The two chief varieties of buckwheat are the Silver Hull and the Japanese. The Silver Hull is supposed to be a little finer grade and makes a little finer flour than the Japanese, but the Japanese is a little stronger grower and gives a larger yield than the Silver Hull. Both varieties, however, are grown quite generally throughout Wisconsin. Buckwheat will grow on good soil as well as on poor soil yet it will do better on sandy soil than most any other crop. Hence the buckwheat centers of Wisconsin are largely in those counties that have considerable sandy area in them. In these particular counties buckwheat is grown as a general crop, but in many other counties buckwheat is grown merely when some other crop is killed or injured. This is done because buckwheat can be sown as late as July 1 and still make a crop.—R. A. Moore, Agronomist, Agri. College, University of Wisconsin.

THE ASSOCIATED RAISIN Co. of Fresno, Cal., is alleged to be a combination in restraint of trade in a suit recently filed in the United States district court at Los Angeles, Cal.

THE MILLERS NATIONAL FEDERATION will hold its semi-annual meeting at the Blackstone Hotel, Chicago, Ill., on Oct. 15. The first meeting will be called to order at 10:30 a. m.

ILLINOIS WAREHOUSE operators have petitioned the Illinois Public Utilities Commission for an increase in rates. A hearing on the question will be held before the commission in Chicago, Ill., on Oct. 11.

CHINESE WHEAT of good quality is appearing on European markets, according to a report from Holland. This is the first time on record that Chinese wheat ever was sold in competition with European or American wheat in Europe.

The GRAIN DEALERS JOURNAL.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Ottawa, Ont.—Sixty per cent of the 1919 western Canadian grain crop passed thru the grain centers of Ft. William and Port Arthur. Western Canada's wheat in other years has been divided about as follows: milled in the west, 18%; retained for seed, 19%; held over until the succeeding year, 1%; and shipped east, 60%.—Canadian Buro of Information.

ILLINOIS.

Chicago, Ill.—Corn receipts at Chicago in September, 7,500 cars, were the largest for any September since 1913.

Timewell, Ill., Sept. 25.—Cars furnished are good but two weeks' delay. Will have to ship in corn and oats.—Timewell Farmers Co-op. Co.

IOWA.

Lewis, Ia., Oct. 4.—Our elevator is full and there are no cars for shipment. Considerable old corn is being carried over by the farmers. The wheat and oats are mostly out of the farmers' hands in this locality.—W. F. Shepard, mgr. Farmers Union Exchange.

MINNESOTA.

Houston, Minn., Sept. 28.—Farmers are inclined to hold their wheat, believing that price will advance before next year's crop. We do not have much trouble in securing cars for shipments.—Otto Briese, mgr., Houston Co-op. Elevator Co.

MONTANA.

Collins, Mont., Sept. 29.—Farmers are not selling but are holding for higher prices.—Fred Gewald.

Coffee Creek, Mont.—Up to the present time about 120,000 bus. of wheat have been marketed at Coffee Creek. There will be about 300,000 bus. marketed here this fall.—A. M. Tordsen, mgr., Farmers Mutual Grain & Supply Co.

NEBRASKA.

Rogers, Neb., Oct. 4.—Considerable wheat is still in farmers' hands. We are unable to get cars to handle wheat at present.—L. C. Garriet, agt. T. B. Hord & Co.

NORTH DAKOTA.

Osnabrock, N. D.—Grain movement from the farms is sluggish.—Smith & Rasmussen.

Werner, N. D., Sept. 26.—Crops were very good and we are taking in grain now.—L. V. McCarthy.

Cooperstown, N. D., Sept. 27.—Very little grain has come in or has been shipped out so far.—O. M. Rogney.

OKLAHOMA.

Hopeton, Okla., Sept. 27.—The movement of wheat is very light at present. Cannot get cars to ship in.—J. T. Judd.

Tonkawa, Okla., Sept. 25.—We have about 500 cars of grain to ship from this market which requires 20 cars per week. We are getting about 3 cars a week.—Cass City Grain Co.

SOUTH DAKOTA.

Wagner, S. D., Sept. 24.—Elevators are full and we cannot get cars to move grain.—Farmers Co-op. Ass'n.

Moritz, S. D., Oct. 2.—Cars are scarce. Equipment offered usually is not in good repair.—C. Kjelmyer, mgr., Farmers Elevator Co.

TEXAS.

Spearman, Tex., Sept. 30.—Farmers are busy sowing wheat and no grain is coming to town.—J. C. L. Probst Grain Co.

Hereford, Tex., Sept. 29.—The high price of grain harvest and the low price of grain will prevent considerable from being sold.—E. W. Harrison.

WASHINGTON.

St. John, Wash., Sept. 27.—We will handle about 250,000 bus. of wheat this year.—L. J. McElmoy, mgr., St. John Elevator Co.

Wheat Movement in September.

Receipts and shipments of wheat at the various markets during September, compared with September, 1919, were as follows:

	Receipts	Shipments		
1920	1919	1920	1919	
Baltimore	4,787,413	4,075,941	5,146,941	3,595,410
Chicago	3,920,000	20,218,600	5,249,000	15,440,000
Cincinnati	434,000	685,000	264,000	505,200
Indianapolis	517,500	806,000	322,500	538,750
Kansas City	7,597,800	10,180,350	4,730,400	6,690,600
Milwaukee	357,130	235,300	221,969	59,880
Omaha	3,116,400	4,521,600	2,906,400	3,081,600
St. Louis	4,503,213	7,572,911	3,469,120	6,381,150
Toledo	456,600	1,966,000	73,194	317,704
Wichita	1,580,000	2,052,000	790,000	1,200,000

Corn Movement in September.

Receipts and shipments of corn at the various markets during September, compared with September, 1919, were as follows:

	Receipts	Shipments		
1920	1919	1920	1919	
Baltimore	195,492	82,469	50,407	98
Chicago	12,061,000	7,554,000	2,683,000	2,603,000
Cincinnati	350,400	256,800	156,000	138,000
Indianapolis	1,270,000	1,716,000	951,000	883,750
Kansas City	493,750	357,500	238,500	166,250
Milwaukee	1,437,050	1,551,950	416,850	606,913
Omaha	1,156,400	893,200	2,906,400	3,081,600
St. Louis	1,514,742	1,162,817	959,450	433,870
Toledo	184,650	67,500	19,315	7,139
Wichita	17,500	25,000	12,000	12,000

Oats Movement in September.

Receipts and shipments of oats at the various markets during September, compared with September, 1919, were as follows:

	Receipts	Shipments		
1920	1919	1920	1919	
Baltimore	300,188	833,388	49,211	239,598
Chicago	9,697,000	8,940,000	3,886,000	6,506,000
Cincinnati	690,000	402,000	344,000	154,000
Indianapolis	1,650,000	1,300,000	1,748,000	918,000
Kansas City	895,900	622,200	453,500	430,500
Milwaukee	3,980,910	3,194,550	1,680,695	1,905,060
Omaha	1,168,000	1,186,000	556,800	856,000
St. Louis	2,786,000	2,695,000	1,890,090	1,567,810
Toledo	1,420,760	868,950	230,739	239,377
Wichita	30,000	5,000	30,000	2,000

Rye Movement in September.

Receipts and shipments of rye at the various markets during September, compared with September, 1919, were as follows:

	Receipts	Shipments		
1920	1919	1920	1919	
Baltimore	713,411	26,179	648,109	26,875
Chicago	554,000	327,000	402,000	99,000
Cincinnati	48,000	82,800	27,600	37,200
Indianapolis	84,000	53,750	88,200	50,000
Kansas City	82,500	49,500	20,900	15,400
Milwaukee	558,820	354,350	547,450	10,730
Omaha	205,700	104,500	201,300	171,600
St. Louis	60,500	79,537	25,970	28,030
Toledo	118,800	250,800	75,275	102,860
Wichita	5,000	.....	5,000	.....

Barley Movement in September.

Receipts and shipments of barley at the various markets during September, compared with September, 1919, were as follows:

	Receipts	Shipments		
1920	1919	1920	1919	
Baltimore	1,380	32,624	19,873	
Chicago	1,076,000	1,356,000	332,000	672,000
Cincinnati	24,700	72,800	.....
Kansas City	144,000	154,500	76,700	83,200
Milwaukee	1,175,820	1,299,390	212,740	366,722
Omaha	118,800	72,000	111,600	66,600
St. Louis	179,513	131,200	45,430	38,440
Toledo	9,800	7,200	2,381	

CANADIAN WHEAT is strong, good and clean. Farmers there have been selling freely and have found United States their best market. Toledo millers have arranged for half a dozen cargoes. One cargo is now due.—C. A. King & Co.

Exports of Grain Weekly.

[From Atlantic and Gulf Ports, In Bus., 000 Omitted.]

	Wheat	Corn	Oats	
1920.	1919.	1920.	1919.	
July 10...	5,771	3,851	35	23
July 17...	8,556	3,393	89	93
July 24...	6,390	1,112	157	45
July 31...	7,933	3,067	43	9
Aug. 7...	6,375	3,651	52	74
Aug. 14...	7,220	2,620	102	44
Aug. 21...	6,919	4,445	63	67
Aug. 28...	11,253	6,072	122	264
Sept. 4...	6,425	3,848	9	118
Sept. 11...	8,203	7,475	55	42
Sept. 18...	10,902	6,343	67	148
Sept. 25...	10,572	4,690	76	29
Oct. 2....	7,476	5,917	75	33
Total since July 1....	110,546	57,988	1,001	1,009
			3,923	18,962

Commission Merchant Liable for Failure to Make Prompt Sale.

The Russell Grain Co., of Kansas City, Mo., plaintiff, brot suit against H. L. Bainter of Hamilton, Mo., to recover an overdraft of \$622.99; but the court decided in favor of defendant on the latter's allegation that the receiver neglected to sell the wheat to the best advantage.

In August, 1917, the defendant shipped to the plaintiff a carload of wheat, to be sold by it on the Kansas City market on commission; the defendant on August 2, 1917, drawing a draft against the plaintiff for \$2,900, which was paid by the plaintiff on the 4th day of August, 1917. The plaintiff sold the car of wheat on the Kansas City market on the 15th of August, 1917, receiving therefor the gross sum of \$2,347.03, and, after deducting freight, \$48.25; commission, \$21.32; weighing 50 cents; inspection, 90 cents; car service, \$20; and interest, \$8.22, making a total of \$99.19—left as the net proceeds from the sale of the car of wheat \$2,247.84, leaving a difference between the amount advanced upon the wheat and the net sale, \$652.16. Plaintiff had previously received a carload of oats from defendant, against which the defendant had drawn a draft for \$1,400, which had been paid by plaintiff. The oats sold for \$1,496.87, and, after deducting the proper charges of freight, commission, etc., left a balance of \$29.17 owing to defendant. Deducting this from \$652.16 left the defendant indebted to the plaintiff in the sum of \$622.99, for which this action was brought.

Defendant admitted in his answer that plaintiff paid the draft which he drew against the wheat; that plaintiff sold it, and was entitled to his commission and certain other charges claimed by plaintiff. But defendant claimed that it was plaintiff's duty to have made every reasonable effort to sell the wheat to the best advantage; that it failed and neglected to do so. Defendant set up the prevailing market price for wheat between the time plaintiff received it on August 4th and the time he sold it on August 15th, and charged that thru lack of diligence and proper effort he failed to get such price. He charged that the car contained 1,971 bushels and 40 pounds of wheat, and that, at the market price in Kansas City, was worth \$3,022.10, instead of \$2,347.03, the price for which plaintiff sold. Defendant claimed that, after deducting freight paid by plaintiff and commission due plaintiff, there was due him \$51.13, for which he asked judgment as a counterclaim.

Mr. Russell testified on the stand as follows:

- Q. Could you get a bid on the 14th?
- A. I couldn't get a market bid.
- Q. Could you get any bid?
- A. Yes.
- Q. Could you get \$2.59?
- A. I might have.

The court remarked that nevertheless he sold the wheat next day for \$2.20.

Mr. Russell had notified Bainter that the wheat graded No. 3 hard and would bring \$2.80 to \$2.82 per bushel. Bainter replied that was "good enough for me, and to sell it."

The court instructed the jury that it was plaintiff's duty to act in good faith and with reasonable diligence and care in the sale of the wheat, and that if the jury believed that defendant informed plaintiff he would be satisfied to get a certain price, and that plaintiff by reasonable diligence and care could have sold at that price, and that plaintiff failed to make such effort, and that by reason thereof he afterwards sold at a less price, plaintiff could not recover.—Kansas City Court of Appeals, 223 S. W. Rep. 769.

DIRECTORS of the Millers National Federation will hold their semi-annual meeting at the Blackstone Hotel, Chicago, Ill., on Oct. 15.

National Industrial Traffic League Holds Big Special Meeting.

Over 300 members were present at the special fall meeting of the National Industrial Traffic League at Louisville, Ky., on Sept. 30 and Oct. 1.

The report of the membership com'ite showed that the league now has 850 members. Chairman Hanson asked all those present to make a determined effort to get the membership up to 1,000 by the next meeting of the league on Nov. 18 and 19.

CAR MOVEMENT was one of the subjects brot up for discussion. The executive com'ite explained that carriers were blaming the shippers for the detention of cars when the detention was the fault of the carriers themselves. The com'ite then asked all the shippers to keep an account of car movement on blanks to be supplied by the league.

W. H. Chandler, pres. of the League and mgr. of Transportation Buro, Boston Chamber of Commerce, then questioned the statement of Daniel Willard, pres. of the B. & O. that freight cars were in the hands of shippers 37% of the time. Mr. Chandler then read the letter he wrote Mr. Willard asking him where he got his information. In his reply Mr. Willard explained that the figures were those of L. F. Loree published in 1913 and that he did not know where he got them. He said further that in 1916 the B. & O. supplemented some of the figures by a check made on the B. & O. Mr. Willard said that he had no later figures.

A SIDE TRACK agreement clause to be placed in all future railroad leases and in all side track agreements had been tentatively agreed upon, subject to the approval of the League, by a com'ite of the following railway executives: C. H. Markham, pres. Illinois Central R. R.; J. E. Gorman, pres., C. R. I. & P. Ry. Co.; S. M. Felton, pres., C. G. W. R. R.; Theo. W. Reath, genl. counsel, Norfolk & Western Ry.; Kenneth F. Burgess, genl. atty., C. B. & Q. R. R.; and H. W. Bikle, asst. genl. counsel, Pennsylvania System, and the special Side Track Com'ite of the League.

In placing the clause and agreement before the members the Executive Com'ite approved and recommended them.

The clause in question follows:

"It is understood that the movement of railroad locomotives involves some risk of fire, and the industry assumes all responsibility for and agrees to indemnify the railroad company against loss or damage to property of the industry or to property upon its premises, regardless of railroad negligence, arising from fire caused by locomotives operated by the railroad on said track, or in its vicinity for the purpose of serving said industry, except to the premises of the railroad and to rolling stock belonging to the railroad or to others, and to shipments in the course of transportation.

The industry also agrees to indemnify and hold harmless the railroad company for loss, damage or injury from any act or omission of the industry, its employees, or agents, to the person or property of the parties hereto and their employees, and to the person or property of any other person or corporation, while on or about said track; and if any claim or liability other than from fire shall arise from the joint or concurring negligence of both parties hereto it shall be borne by them equally."

Counsel for the League, Luther Walter, reported to the League that suit had been filed to determine whether a decision of the Interstate Commerce Commission in the matter of a reparation claim against the railway is final, the director general having refused to pay claims. He explained that another suit was to be brot to determine whether reparation claims should not be paid by the treasury of the U. S. on the theory that a ruling of the I. C. C. is final.

The "shippers load and count" provision in the B/L was referred by the executive com'ite to the executive sec'y for conference with counsel with a view of presenting the matter to the Interstate Commerce Commission with the new B/L.

DEMURRAGE and penalty charges were the subject of a conference previous to the meeting between a special com'ite of the

League investigating the demurrage and penalty charges and a com'ite of railway executives. The com'ites had come to a tentative agreement, subject to the approval of the League. The League approved and entered into the agreement drawn up. The agreement between the League com'ite and the rail executives placed before the League follows:

Proposed Modification of Bunching Rule.

Cars for unloading or reconsignment. When as the result of the act of neglect of any carrier, cars designed for one consignee, at one point, are bunched at originating point, in transit, or at destination, and delivered to the consignee in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment, but when any car is released before the expiration of such free time, the free time on the next car will be computed from the first 7 a. m. following such releases; provided, however, no allowance will be made unless claim is presented in writing to this railroad's agent within 30 days after the date on which demurrage bill is rendered and supported by statement showing date and point of shipment of each car.

Com'ites from the carriers are to meet at an early date with com'ites from the National Industrial Traffic League to settle the following differneces:

(a) Rule governing allowances on account of bunching of cars by railroads.

(b) Allowances for railroad failures created by strikes.

(c) Allowances on shipments which are frozen to such an extent as to prevent unloading within the prescribed free time.

All action in regard to the charges for spotting cars was postponed until the November meeting.

Tipping and bribing of railway employees was opposed by the following resolution:

Whereas, It has been reported that, in certain quarters, shippers are paying and railroad employees are demanding and accepting payment for service in furnishing, moving, and handling empty and loaded cars, and while this is exceedingly difficult of proof, it appears from information received that there is a large measure of truth in these reports; therefore, be it

Resolved, That the National Industrial Traffic League go on record as absolutely opposed to and vigorously condemns any such practice, further urging its members in the interest of clean business and its law-abiding policy, to furnish to the executive secretary any information of a reliable character that may be obtained, besides using their individual efforts everywhere to put a stop to this reprehensible practice.

Claims for Damages Due to Railroad Delay.

BY OWEN L. COON.

One leading western railroad has apparently adopted a policy of declining ANY and ALL claims for delay. I have seen this attitude taken on cars that are delayed thirty days over a normal run of ten days. From indications, ALL delay claims are to be declined by this railroad regardless of liability, though the same railroad is paying shortage claims with justice and fairness, but not with any degree of liberality.

Claims for loss due to grain getting out of condition during delay or decline in price during delay which other railroads have paid are being consistently declined, especially claims for delay arising during December, January, and February of last winter.

It is well to realize that railroads are liable for all damages due to delay when the delay is unreasonable. Carriers do not have to transport on scheduled time or by any particular train, but when grain is delayed ten and fifteen days over the normal running time of ten days, there can be little doubt of liability. In many cases, good liability claims will be declined.

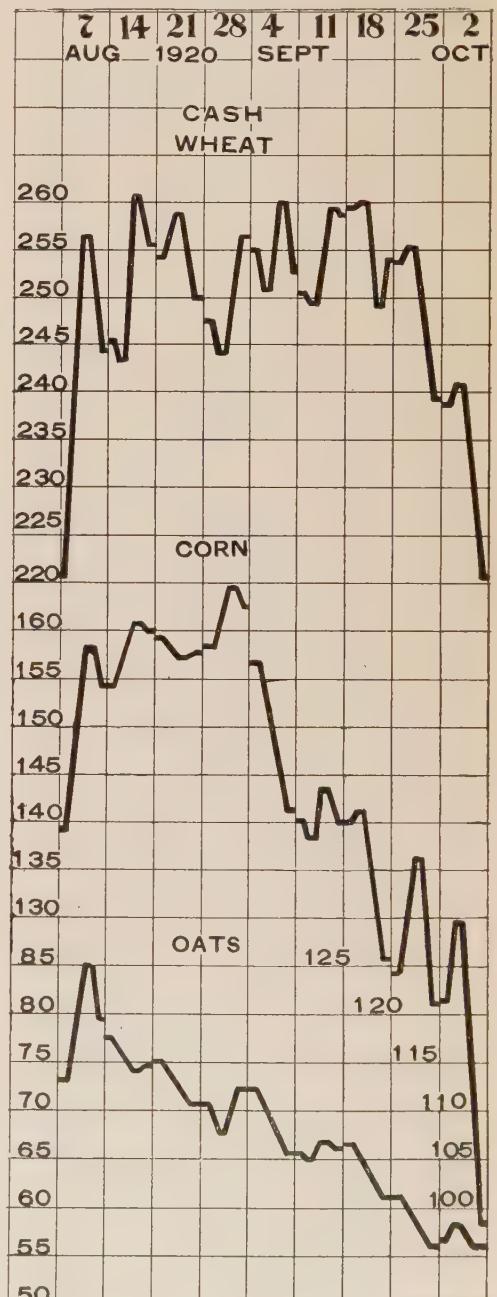
The policy for shippers to pursue when claims like the above arise and are declined as this one western railroad is now doing, is to sue. Don't argue or write letters. It won't do you any good. You are simply wasting time. Sue for the full amount of your claim and if the legal department will not offer a fair compromise, go right through with it.

It will bring the best returns for the money invested that is possible for you to obtain. A trial of this procedure on GOOD delay claims that are declined will demonstrate the wisdom of the action. But don't expect to get results except by suing. Such is the only language some railroads understand.

BRITISH LAND under crops and grasses amount to 26,519,000 acres or 229,000 acres less than 1919, according to the British Minister of Agri. Wheat acreage is 1,877,000 acres, compared with 2,221,000 acres in 1919. Oats acreage totals 2,267,000 acres, compared with a 1919 acreage of 2,567,000 acres. Barley was the one grain to show an increase with 1,637,000 acres, compared with 1,510,000 acres in 1919.

Cash Wheat, Corn and Oats Fluctuations From Aug. 2 to Oct. 2.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



The GRAIN DEALERS JOURNAL.

Terminal Grain Weights.

BY OWEN L. COON.

The Chief Weighmaster at Cincinnati has attempted to disprove my statement that the system of obtaining weights at that market was not disinterested. The system there in use is somewhat of a cross between the two main systems for obtaining terminal weights now in use, and caused me to believe, after the previous article had been written and after some investigations of the evidence submitted, that Cincinnati should be included in the list of markets with disinterested systems for obtaining terminal weights. Further and complete investigation has shown that the original statement should stand as correctly representing the situation.

At Chicago, Milwaukee, St. Louis, Omaha, Kansas City, and Minneapolis, a separate weighing department is maintained which does ALL of the actual weighing in its own organization. A weighing fee is charged on each car. These fees pay the expense of the separate weighing department and its disinterested weighers who are not in the employ of or paid by the men who buy the grain or own the elevator where the grain is unloaded. The representatives of this organization not only *supervise* the actual weighing but they do the actual weighing.

At some other markets, including Cincinnati, the men who do the ACTUAL weighing are in the employ of the elevator where the grain is unloaded and their expense is borne by that elevator. That this is true for Cincinnati is shown by Section 6 of the Rules governing the Weighing Department of the Cincinnati Hay & Grain Exchange. These men who do the actual weighing are just as much in their employ as any assistant you have working for you is in your employ. You pay his expenses and when you do that, he is in your direct employ.

At Cincinnati, these deputy weighmen who do the actual weighing are supervised by disinterested parties, whose expenses are paid by the fees collected for weighing each car. But what good does it do to supervise weighing after the weighing is done. Unless the disinterested party is at the beam of the scale, it can be read 65,000 instead of 66,000 and no amount of supervision after the weighing is done can discover it. Surely, such can be understood—at least the many country shippers with whom I have talked since writing the last article seem readily to appreciate the difference.

What good does it do to make complaints as to large shortages under such a system? All that can be checked up effectively is the mechanical addition of the drafts in which the grain was weighed, a thing that will surely be right is something has gone wrong and a correct weigh has not been given. Unless such a supervisor and such a disinterested party is present at the time of the actual weighing of each and every car, HOW does such a system guarantee weights by disinterested parties?

I have spoken of Cincinnati more in particular because of the remarks made in contradiction to what I have said. What is said applies to the other markets in the Middle West outside of Chicago, St. Louis, Milwaukee, Minneapolis, Omaha, and Kansas City.

Don't think, however, that simply because a market has the wrong system, and has weights that are not disinterested, that all weights at that market are wrong. Most people are honest and most grain receivers are honest. It is only the black sheep that are causing the trouble, and they are injuring the honest men in all markets. The trouble comes when the wrong system prevails at a market where a dishonest receiver is located and can take advantage of the wrong system.

It should also be said that though Cincinnati has the wrong system, I have heard fewer complaints as to weights at that market than any other. Cedar Rapids has the wrong system and yet complaints that have

come to me of large shortage on clear record cars to that market are few and far between.

At many of the markets with the wrong system, it is apparently *one* elevator that is causing the trouble. When an elevator will write to country shippers not two hundred miles apart and state in *both* letters, dated the same week that, "We know our weights are correct because we have not had any other complaints in weights," you can not help but compare the letters with considerable suspicion. When large clear record shortages persistently arise on shipments to those same elevators with the same deputy weighmen's names on the weight certificate from shippers in different parts of the country and such shortages do not arise on shipments by the same parties to other elevators in the same market or to other markets, then when you begin to centralize these complaints and shortages in a certain degree through one office and make comparisons, such things I believe should convince the CHIEF weighmasters of certain terminal markets that it is time to do more than think about making SUPERVISIONS of terminal weights.

Not a single market with the wrong system, outside of Cincinnati, has seen fit even to attempt to challenge the correctness of my statements, or allege that their weights are in the class which would entitle them to put "official" on their weight certificates, instead of "BUYER'S WEIGHT CERTIFICATES."

SOLDIERS used as harvest hands in France shall be paid the same wages as would be paid civilian farm hands were they available, is the announcement of the French minister of war.

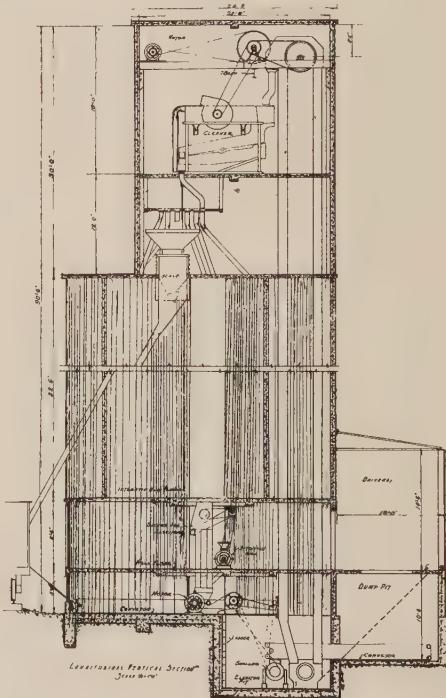
NEW MEXICAN export duties now in effect impose a duty of about \$1.30 per bushel on wheat; about 36 cents a bushel on corn; and about 3½ cents per lb. on rice. The duty on both rice and wheat flour is about 4½ cents per lb.

FOOD SHORTAGE in Portugal is causing disturbances among the poorer Portuguese. Conditions have become worse since the government has taken over the control of foods. Government officials state that on Sept. 1 there was only five days' supply of wheat on hand. To relieve the situation the government has ordered considerable grain at high prices. Already nearly 100,000 tons of corn have been imported this year. Premier Granjo in a recent address to Parliament said that Portugal lacks the food and fuel that is indispensable to life.

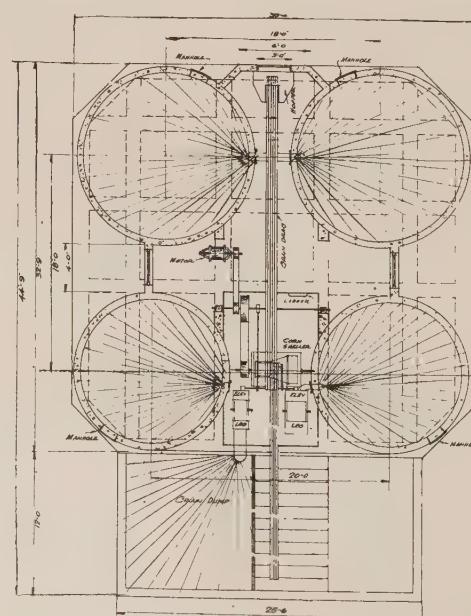
30,000 Bushel Elevator at Mexico, Mo.

Located in a stock-raising district, a large percentage of the business of the Producers Grain Co. of Mexico, is shipping in grain to be sold to farmers who drive in with their trucks and wagons for feed. To handle such grains, several small retail bins were required in the new 30,000 bushel elevator of the Producers Company. In planning the elevator the company had its house designed on the five-bin plan, four circular bins and an interstice bin, and in order to care for its extensive retail trade eight small bins were created. Four of these small bins were made by the subdivision with reinforced concrete walls of the interstice bin, and the other four were made by a similar vertical subdivision of the upper one-half of one of the circular bins. Thus, the concrete elevator at Mexico, Mo., which has just been completed, has a total of twelve bins.

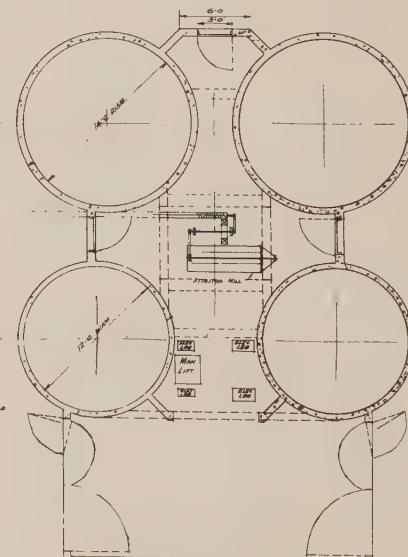
The new elevator is so arranged that grain can be taken from a farmer's truck, cleaned and returned to the truck or be delivered to



Sectional View of Producers Grain Co.'s Elevator at Mexico, Mo.



Plans Producers Grain Co.'s Elevator at Mexico, Mo.
[See facing page.]



any of the bins or to a box car. Ear corn can be received from cars or farmer's wagons, shelled, cleaned, and delivered back to the car or wagon, or to any of the bins. Or the ear corn can be delivered to an adjacent crib where, after drying, it can be brought back for shelling and cleaning and then delivered to the car, wagon or bins.

The elevator is of monolithic concrete construction fireproof throughout, with steel window sash and doors, and steel elevator boots, heads and leg casings. The bin slab measures thirty-three feet by thirty-four feet, and is fifteen inches thick, reinforced with steel. The outside girders extend below the possible frost line, and inside girders add strength to the slab.

The only opening in the bin slab provides for the pit, 8x14 and ten feet deep, which contains a #15 U. S. Sheller and two steel elevator boots. The basement, above the slab and occupying the interstice space, contains a conveyor from the cars to the boots, and the motor and countershaft that drives the sheller and conveyor.

The two rear circular bins are 14 feet inside diameter, and are spaced 3 feet apart. The two front circular bins are 12 feet inside diameter, spaced 7 feet apart and four feet from the 14-foot bins. These circular bins are connected by straight walls, thus forming an interstice space of the same capacity as one of the 14-foot circular bins. The steel reinforcing bars in the straight walls are interlocked with the steel bars in the circular walls, thus developing the required amount of resistance to the grain and building pressure.

The workroom floor is five feet above the foundation slab and on a level with the dump floor and box-car floor. A 19-inch Monarch Attrition Mill, electrically driven, and a sacker are located on this floor. The manlift, which runs to the second floor of the headhouse, starts from the workroom. The entire operation of the elevator is controlled from this floor.

Twelve feet above the workroom floor is the floor of the interstice bin, which is divided vertically into the four smaller retail bins. These bins are hopped to a central point and the grain is conveyed by gravity either to the attrition mill or to the elevator boots.

Over all the bins is a reinforced concrete roof slab with steel interlocked with the reinforcing in the straight and circular walls. Upon the bin roof slab stands the headhouse, 18x24 feet, two stories, or 30 feet high. The first floor of the headhouse contains the distributors, spouting and a 1500-bushel Richardson Automatic Scale. The top story, 18 feet in height, contains the elevator heads, a No. 23 U. S. Cleaner and the motor that drives them.

In the elevator shaft, situated between the two 12-foot circular bins, are two steel elevator legs, a U. S. Ball-bearing manlift and

a steel ladder running from the floor of the pit to the trap-door in the roof of the headhouse.

The elevator is electrically equipped and lighted. A Moffett Auto Truck Combination dump and a Fairbanks wagon scale have been installed. The ground around the elevator is being sodded and cement walks and driveway will be put in.

The contract for the engineering and designing of the elevator, together with its construction and the installation of all machinery, was let to The Monolith Builders, Inc., who have just completed the work and turned the elevator over to its owners.

The contract price for the elevator complete with all the machinery installed ready to run was \$25,550.00. The cost of the designing and construction of the concrete building amounted to \$15,651.00, and the cost of the machinery and its installation amounted to \$9,899.

REFUSAL OF 300,000 lbs. of ordered rice was the cause of a suit for \$15,296 filed in the U. S. District Court by the National Rice Mills of San Francisco, Cal., against the Mississippi Valley Trading & Navigation Co. of St. Louis, Mo. It is alleged that the St. Louis firm refused to accept the rice upon delivery.

EUROPEAN CORN-BORER appearance in the vicinity of St. Thomas, Canada, has caused the U. S. Dept. of Agri. to send a staff of entomologists into the state of Michigan to guard against any borer infection in the corn of Michigan growers. This appearance of the European borer is the farthest west ever reported.

SELLING of old corn was free at nominal premiums over the indicated new corn prices, apparently based on the assumption that old corn is too close to the new crop and if held much longer will be worth but little more than new corn, of which there is a record breaking crop, frost or no frost. Wet or frost-damaged corn should be conducive to lower values rather than higher. Unmerchantable and wet corn does not keep and, as demonstrated in previous years, would be immediately marketed from first hands. Corn sufficiently dry to keep on the farms and raised at an average cost near a dollar a bushel would not, in all probability, come to the market very fast at anything like present prices. Sellers of corn and oats at the present level should reckon with the growing independence of the producer and the necessity of delivering exactly what is sold, which, despite the size of the coarse grain crops may not be quickly marketed. Hogs are selling around \$16. On the basis of 12 bushels of corn to 100 lbs. of hog (which is a very liberal corn allowance) means that corn is worth about \$1.35 a bushel as feed. The result may be plenty of 300 lb. hogs. Pound for pound oats are now almost as cheap as hay.—Quinn-Shepherdson Co.

Effect of Moisture and Temperature on Vitality of Weevil.

The multiplication of insects in various temperatures and moisture laden atmospheres has been the subject of a lengthy investigation by A. Dendy and H. D. Elkington of the Royal Society of London. Some of the findings of these gentlemen follow:

Oryza and granaria varieties of weevil multiply at ordinary room temperature only during the warmer months. The lowest temperature at which these insects multiply is 65 degrees. At an average temperature of 82.5 degrees the oryza has multiplied 700 fold in 16 weeks. While the granaria will not multiply as quickly as the oryza it has the peculiar property of being able to live thru the winter months, when the oryza dies.

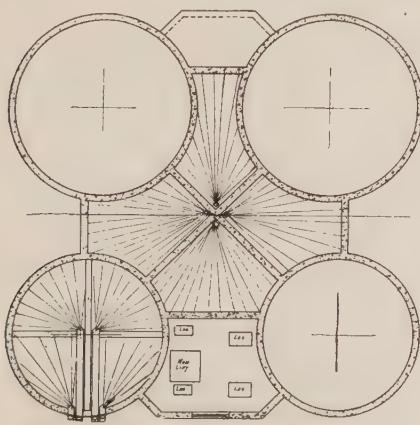
Experiments have proven that the oryza cannot stand the cold temperature in which the granaria is able to live. One hundred insects of each variety were subjected to a temperature ranging from 33 to 36 degrees for 11 days. After the temperature was raised 91 of the granaria had life and only 3 of the oryza showed feeble signs of life.

Moist atmosphere was found to be the most favorable for the multiplication of both varieties. Still, both were able to multiply in a dry incubator.

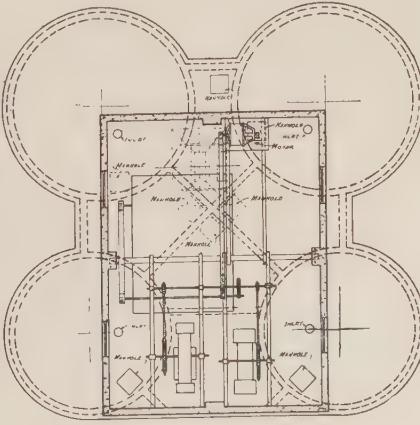
Very dry wheat was found to be less liable to attack from weevil than wheat with a moderate or high moisture content. But as dry wheat will readily absorb moisture in a damp atmosphere it is not immune from weevil.

GREECE is negotiating for about 250,000 bus. of wheat in Jugoslavia reports the American Minister at Belgrade.

"HORSE TRANSPORTATION still costs less than motor truck transportation," is the claim of 600 horseshoers of the National Horseshoers Ass'n in convention at Chicago. They say hauling by horsepower within a radius of 6 miles costs only 6½ cents per hundred lbs. while the cost by motor truck is 17 cents per 100 lbs.

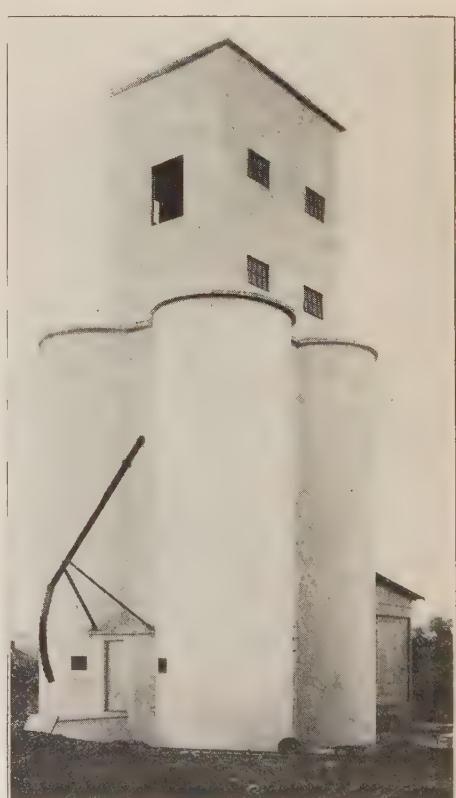


INTERSTICE & DETAIL BIN PLANS



HEAD HOUSE PLANS ON BIN ROOF

Plans of Producers Grain Co.'s Elevator at Mexico, Mo.
[See facing page.]



Producers Grain Co.'s Elevator at Mexico, Mo.

The GRAIN DEALERS JOURNAL.

Cost to Build Reinforced Concrete Grain Elevator Next Year?

By R. A. MILLER.

Many grain dealers are planning to build new grain elevators or additional grain storage for handling next year's grain. However, the present tendency is to do nothing until they are reasonably sure of building costs for next year's construction. To complete a reinforced concrete grain elevator for the handling of next year's small grain crop, plans and specifications need to be worked out during the early winter so that contract can be let in the winter as the material must be on the ground and construction work started in the early spring, in order that the building will be completed in time for small grain harvest. Definite information as to what prices may be expected for next year's construction should be of assistance to many in planning next year's improvements.

A very satisfactory conclusion can be reached on next year's construction costs by a careful analysis of the costs for 1920 and a study of the principal items of cost and their relative proportions to the entire cost.

Chart A presented herewith shows in graphic form the total cost of a reinforced concrete grain elevator for the year 1920. This chart has been platted from final cost data on twenty-five plants of sizes varying from 20,000 to 100,000 bus. capacity and in various parts of the central grain states. The result, of course, is an average from which variation must be expected under extreme conditions.

Nine principal items of cost go to make up the complete cost of a reinforced concrete grain elevator. A separation of these, and a study of the relative portion of the entire cost represented by each item separates the problem into factors with which we can deal separately and reach a satisfactory conclusion as to how present price tendencies will effect the cost of the completed plant.

The percentage of the total cost of a reinforced concrete grain elevator, each of the nine principal items represents is as follows:

Nine Items of 1920 Cost and Per Cent. of Each.

Cement	8.7%
Reinforcing steel	9.8%
Sand, gravel and stone	3.7%
Lumber for forms	5.4%
Freight on material and equipment	6.9%
Machinery and equipment	19.4%
Total labor	24.0%
Miscellaneous small items	12.1%
Contractor's profit	10.0%

Now, with a similar table giving the prob-

able increase or decrease in cost of each of the nine items, a logical conclusion can be reached as to what increase or decrease can be expected in total building costs.

Items of 1921 Cost with Probable Per Cent of Increase or Decrease.

Cement	10% Decrease.
Reinforcing steel	15% Decrease.
Sand, gravel and stone	No change.
Lumber for forms	15% Decrease.
Freight on material & equipm't	30% Increase.
Machinery and equipment	15% Decrease.
Total labor	20% Decrease.
Miscellaneous small items	10% Decrease.
Contractor's profit	No change.

Figuring the probable increase and decrease on each item of cost against the percent of the whole represented by that item, a resultant decrease in cost of 10% remains.

Since the freight on materials is one of the major items of cost and as it must carry so heavy an increase over last year, the net decrease to be expected is consequently low. However, since the entire world is so far behind in all classes of construction work, radical decreases in costs cannot logically be expected soon.

The logical conclusion for the grain dealer considering new improvements for next year is either to figure on paying within 10% of the costs as given in the Chart of 1920 costs, or to do without for several years at least.

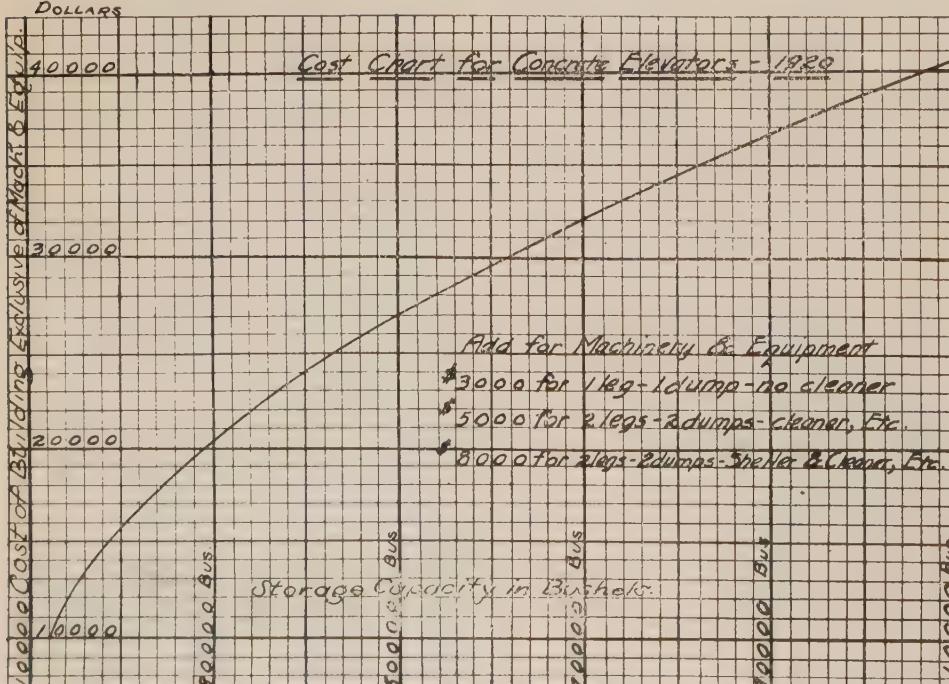
IT IS IMPOSSIBLE to conceive that if these figures of exports from Danubian ports and Russia are given their proper weight and consideration as a demonstration of the competition by surplus countries to supply the import needs in Europe, that even politicians bidding for the farmer vote and farmer agitators will be able to understand that the readjustment of prices for grain in this country is following a natural trend. In this readjustment from war prices it is natural that the downward swing may be greater than is justified by immediate conditions, but after all it seems clear that these agitators and politicians have lost sight of the tremendous influence of the large surplus production (and important carry-over from the last crop) of food grains and feedstuffs in North America this year. Attention has also been called recently to the fact that Manchurian wheat has been moved to Pacific Coast and Europe, and that wheat from China is finding a profitable outlet in European markets.—Pope & Eckhardt Co.

Discontinuing Side Track Subject to Judicial Inquiry.

The United States Circuit Court of Appeals has affirmed a decision of the lower court granting Heneghan & Hanlon an injunction restraining the B. & O. R. R. Co. from refusing to furnish cars to be loaded on a side track to their plant that the railroad company desired to discontinue.



Wm. Dalrymple, Pres. Minneapolis Chamber of Commerce.



Average Cost of Erecting Concrete Elevators in 1920.

Under the usual construction contract, in the spring or summer of 1915 the Baltimore & Ohio Railroad constructed a side track and switch connection for the appellees for the purpose of loading gasoline upon this side track, at Cornwallis, W. Va. This side track connected with a Baltimore & Ohio side track and not with the main track. One loading rack was erected on this siding. The expense of the construction of this siding was paid by the appellees to the Baltimore & Ohio Railroad Company.

Under contract of May 25, 1918, an extension of about 90 feet was built, the company or Director General being paid for its labor and material. Three additional loading racks were constructed upon this extension of the siding by the appellees, which is used only for storage purposes. These loading racks were used from the time they were installed until the institution of the suit without detriment or injury, actual or threatened, to said railroad or any of its employes or passengers. Nearly all of the gasoline is shipped in interstate commerce. On October 31, 1918, C. W. Van Horn, superintendent, addressed a letter

to the appellees, calling attention to their loading and unloading platform at Cornwallis. In this letter the superintendent says: "The government requirements are as follows: 'Loading racks for refinery gasoline, benzine, naphtha or any liquid with flash point below 20 degrees should be no nearer than 80 feet to main track or to a track over which trains are frequently run. For casing head gasoline, the distance should be at least doubled whenever practicable, but in no case should any loading rack for casing head gasoline be located at a distance less than 100 feet.'" The superintendent in the letter said that the siding in question must be relocated, so that the loading platform would not be less than 100 feet from the company's passing track, and says that if this is not given immediate attention it is most likely it will be necessary to discontinue the handling of gasoline at this point.

It is insisted by appellees that this came as a great surprise, because they knew of no such "government requirement," and they immediately began to investigate the matter, and have not, up to the present time, been able to find any such "government requirement." In this investigation it appears that one of the firm called at the office of the superintendent and made inquiries elsewhere with reference to this matter. During the progress of this inquiry, on January 4, 1919, the superintendent notified the appellees that he insisted on the change being made or he would discontinue placing empties or moving loads from this track on and after February 1, 1919.

It is alleged that to make the change at this point would require several months and the expenditure of such a sum of money as the

business would not justify.

The court said: We are of the opinion that appellees were not required to apply to the Interstate Commerce Commission, inasmuch as that body did not have jurisdiction over the subject-matter involved in this controversy.

It is urged that, it being provided by the contract between the railroad and the shipper that the railroad is empowered to make such changes as to location of side tracks as it may deem necessary, therefore the proposed changed location of the side tracks is within the discretion of the management of the road. That portion of the contract which is relied upon is as follows:

"* * * If the business of the second party shall not at any time be sufficient to justify the continuance of said side track in the opinion of the chief operating officer of the railroad, or if, in the opinion of such officer, the railroad is not justified in continuing said side track because of changes in its tracks or because it will interfere with the proper operation of said railroad, then and in either event the railroad shall have the right after 60 days' written notice to discontinue the use of said side track and take up and remove all ties, rails and other materials belonging to the railroad used in the construction, maintenance and operation of said side track, and abandon the use and operation thereof."

While this provision clearly gives the railroad the right to discontinue side track accommodations, or to make changes in the location of its tracks on account of their interference with the proper operation of the railroad, we do not think it was intended to confer upon the railroad the power to arbitrarily make such changes as are proposed in this instance. However, in the instant case no such emergency as described in the contract has arisen, there being no evidence that there has been any proposed changes of the location of the main line tracks, nor is there any evidence that the side tracks as now constituted interfere in the slightest with the proper and successful operation of the road. If it appeared to the Director General that in order to successfully operate the road, it had become necessary to remove the main line as originally constituted or to do any of the other things enumerated in the contract, then in that event there would be great force in the contention of the appellants; but for the reasons above stated we do not think that this provision of the contract can be reasonably construed so as to give the railroad arbitrary power to refuse to receive shipments, or to require the racks to be moved, until the shipper shall have the opportunity to secure a judicial determination as to the reasonableness or the unreasonableness of such proposed action.

It is significant that during this period not a single accident has occurred at this point. It further appears that the Director General is allowing the Pennsylvania Railroad to operate racks of a similar character at a much shorter distance from the main line, to wit, 30 feet.

Under these circumstances it would be a high-handed proceeding for the government, thru its agents, to refuse shipments at the racks in question, without first affording, as we have said, the shipper the right to have the question of the reasonableness or unreasonableness of the proposed change determined by the court.—265 Fed. Rep. 831.

PUBLIC UTILITIES corporations serving the public may be kept supplied with coal for general use, but not for storage is the substance of a recent order of the Interstate Commerce Commission to the various carriers.

RECORD WHEAT yields are reported in the Boise Valley in Idaho. A number of farmers have reported yields that of 70 or more bushels of wheat to the acre. Most of the land in this territory is under irrigation.

INCREASED Production Through Chemistry is the slogan of the Reconstruction Meeting of the American Chemical Society to be held from Sept. 6 to 10 inclusive in Chicago under the auspices of the local section.



Home of the Chamber of Commerce at Minneapolis, Minn., Which Will Entertain the Grain Dealers National Ass'n Oct. 11-13.

The GRAIN DEALERS JOURNAL.

Baltimore, a Port of Growing Facilities

Baltimore has always been in close touch with the grain producers and shippers of the middle West, having been favored by geographical location at the nearest Atlantic port to the great grain fields of the interior. From a small shipment of wheat, in 1772, the first from the Colonies, the exports of grain from Baltimore in 1916 reached the enormous total of 120,521,000 bushels. Even before the Erie Canal was begun, and that was thirty years before the repeal of the English corn laws, the merchants of Baltimore, foreseeing the immense possibilities of the West beyond the Ohio, began building the Baltimore & Ohio Railroad, which was completed to the Ohio River by July 1, 1853. Then began the real history of Baltimore as a grain shipper, altho always the mills of the upper Patapsco and the hill country of the Susquehanna had found an outlet for their flour and meal thru Baltimore to the South, to the West Indies, and to Brazil. To Baltimore belongs the credit, perhaps, of being the first terminal market to send her bids and her solicitors into the West for grain, "to arrive", which inaugurated a system that revolutionized the methods of conducting the grain business at country stations.

The elevator storage capacity of Baltimore is now approximately 10,000,000 bushels, and the great storehouses of the Pennsylvania and Western Maryland Railroads on the waterfront there have been so constructed that further additions may be made to these elevators as conditions warrant.

The grain elevators of Baltimore are operated by the three railroads entering the city, the Baltimore & Ohio, conducting Elevator "B" with 1,200,000 bus. capacity, Elevator "C" with 1,300,000 bus., and Elevator "E" with 250,000 bus.; the Pennsylvania Railroad conducting Canton No. 1 with 500,000 bus. capacity, No. 2 with 300,000 bus. capacity; No. 3 with 4,300,000 bus.; and the Western Maryland conducting the Port Covington with 2,100,000 bus. capacity. The respective daily unloading capacity of the roads is 250, 590 and 200 cars; and their shipping capacity 1,000,000, 4,100,000 and 800,000 bus. All services such as storage, handling, screening, blowing, mixing, bagging, drying and reloading or trimming are performed at reasonable rates fixed by the schedule.

Since the movement of the 1920 crop of wheat and rye began the exports from Baltimore have been on a record-breaking scale, that city more than holding its own compared with other Atlantic ports.

Wheat receipts at Baltimore were 20,575,331 bus. during 1919; 20,611,023 bus. in 1918; 25,373,787 in 1917; 46,289,243 in 1916; 36,303,781 in 1915; 20,411,272 in 1914; 28,469,370 in 1913; 12,488,385 in 1912, and 11,088,586 in 1911.

Corn receipts were 3,393,011 bus. during 1919; 4,314,090 in 1918; 19,191,062 in 1917; 22,069,065 in 1916; 18,739,745 in 1915; 6,494,847 in 1914; 21,308,087 in 1913; 13,197,593 in 1912; 14,482,742 in 1911.

Oats receipts were 7,317,484 bus. in 1919; 14,262,561 in 1918; 22,670,743 in 1917; 41,230,468 in 1916; 25,742,902 in 1915; 26,442,681 in 1914; 5,791,129 in 1913; 17,481,271 in 1912, and 3,170,477 in 1911.

Rye receipts were 7,803,505 bus. in 1919; 2,881,807 bus. in 1918; 9,073,836 in 1917; 12,577,433 in 1916; 10,218,611 in 1915; 6,170,739 in 1914; 1,580,657 in 1913; 597,588 in 1912, and 666,258 in 1911.

Barley receipts were 4,372,585 bus. in 1919; 192,637 in 1918; 1,586,769 in 1917; 4,986,969 in 1916; 6,103,985 in 1915; 809,984 in 1914; 150,572 in 1913; 197,867 in 1912, and 30,487 in 1911.

Exports of all kinds of grain each year have aggregated 45,091,826 bus. in 1919; 34,495,845 in 1918; 66,151,087 in 1917; 120,521,659 in 1916; 90,171,602 in 1915; 51,451,422 in 1914; 46,857,881 in 1913; 33,784,379 in 1912; 20,358,392 in 1911; 13,452,984 in 1910; 9,866,184 in 1909; 20,346,346 in 1908; 28,126,953 in 1907, and 31,991,301 in 1906.

The trend of Baltimore's growth as a steamship port is indicated by the announcement that four 14,000-ton passenger liners equal or superior to those sailing between New York and Europe will be placed in the Baltimore Pacific Coast passenger service by the Pacific Mail Steamship Co. about the first of the year. These boats have every comfort and luxury.

Vast sums are being expended by the municipality for dock, harbor, and channel improvements, so that Baltimore in the years to come will recognize no superior for all-round equipment. Forty foreign steamship lines are now operating from Baltimore, and the total water-borne commerce of the port in 1919 amounted to \$634,814,269.

The officials of the Baltimore Chamber of Commerce have, from the earliest days of that institution, surrounded themselves with capable inspection, weighing and traffic departments and such other adjuncts as assure patrons of this market service first and satisfaction in the highest degree.

There is no more vital nor more fundamental problem before American farmers today than a continued abundant supply of cheap motive power on the farm. Without it, production costs will rise, and acre yields reduce because of the lack of manure horses employed on farms have furnished. Unless the farmers of this country protect their own interests by making arrangements for the production of their own power on their own farms by breeding good horses and mules for which they are raising their own fuel at cost, the two factors, combined with falling prices for farm products, inevitable whenever the rest of the world gets down to normal production of farm crops, will certainly reduce the returns from farm operations with a consequent reduction in land values. The farsighted farmer is already arranging to produce his own power, says W. S. Dunham, who owns and operates a 2,000-acre farm in DuPage County, Illinois.

Tile Coal Handling Plant at Colton, S. D.

The accompanying cut shows the new coal handling plant of the Farmers Elevator Co., located at Colton, S. D., about 20 miles northwest of Sioux Falls on the Watertown & Sioux Falls Ry.

The Farmers Elevator Co. has been steadily growing under the management of T. B. Martin. Shortly after having entered the grain business a new lumber shed and yards were erected. When the old grain handling plant was outgrown, a new elevator for the handling of the bulk coarse grains was erected. Later a new hollow tile coal elevator and an office building were added.

The fireproof office building contains the office with its built in fireproof vault and two meeting rooms for the directors.

The coal plant is constructed of hollow tile. The coal storage, which is all overhead, consists of eight 125-ton bins, giving a total capacity of 1000 tons.

Bins are built so that coal can be delivered thru loading chutes directly into the customers wagons.

By having the coal storage all overhead four car-level storage rooms, 14 by 14 ft., are provided into which the other materials handled by the company, such as salt, flour, feed and binder twine may be directly unloaded without rehandling.

Speaking of the new coal plant manager Martin says: No company that handles any volume of coal can afford to handle it in the old way. Had we been compelled to handle this season's coal with shovels we would have had to pay 50 cents a ton for unloading when help was available. Two of our men have unloaded as high as three cars of coal in one day.

The T. E. Iberson Co. designed and built the plant.

TWENTY-SIX NEW steamships were turned over to the U. S. Shipping Board in August by various ship builders.



THE FARMERS ELEVATOR CO. Coal Handling Plant of Farmers Elevator Co. at Colton, S. D.

Proposed State Elevator at Oswego, N. Y.

Oswego, N. Y., on Lake Ontario, is a transfer point for grain coming from the West on lake steamers and going thru the Oswego Canal southeasterly to its connection with the Erie Barge Canal near Syracuse for eventual transfer into ocean steamers at the harbor of New York City. Altho the largest steamers from the upper lakes can not reach Oswego on account of the small dimensions of the Welland Canal the quantity of grain reaching Lake Ontario should warrant the provision of adequate grain elevating facilities at this point, and the State Engineer, Frank M. Williams, has drawn plans for an elevator shown in the engraving herewith, which have been approved by the New York Produce Exchange.

Besides the initial construction of two marine towers the plans provide for the addition of a third tower should it be required. Two 150-ft. barges can be unloaded at one time without interfering with each other, one at each end of the elevator; or both legs can work on a 300-ft. steamer, making for speed in the transfer of the cargo. Storage bins with capacities ranging from 4,200 bus. to 26,000 bus. are provided, the total storage being about 2,000,000 bus.

Grain elevated by the marine leg will be weighed in the tower and re-elevated for distribution to the bins, it being possible to reach bins with a capacity of 500,000 bus. by direct spouts, more distant bins being reached by a conveyor system. From the marine towers grain can be delivered to the cleaning machinery and weighed on scales in the main cupola, then going direct to boats or to bins.

Safety appliances and dust collecting system will be included in the equipment. The building will be reinforced concrete. Provision is made for the unloading of freight cars should railroad connections be made on the terminals.

A similar elevator is contemplated for the Gowanus Bay site at Brooklyn, N. Y., but details have not been settled as to the arrangements for unloading ocean steamers. It is felt that some provision should be made for unloading corn and flaxseed coming from the

Argentine Republic. A grain drier will be included in the equipment. The approximate capacity of each shipping leg and conveyor will be 25,000 bus. per hour, and two shipping conveyors will be provided to load the ships.

Bids for the laying of the foundation for the elevator at Oswego will be opened at Albany, N. Y., Oct. 13. At the same time builders will be requested to submit bids for the construction of the elevator at Gowanus Bay.

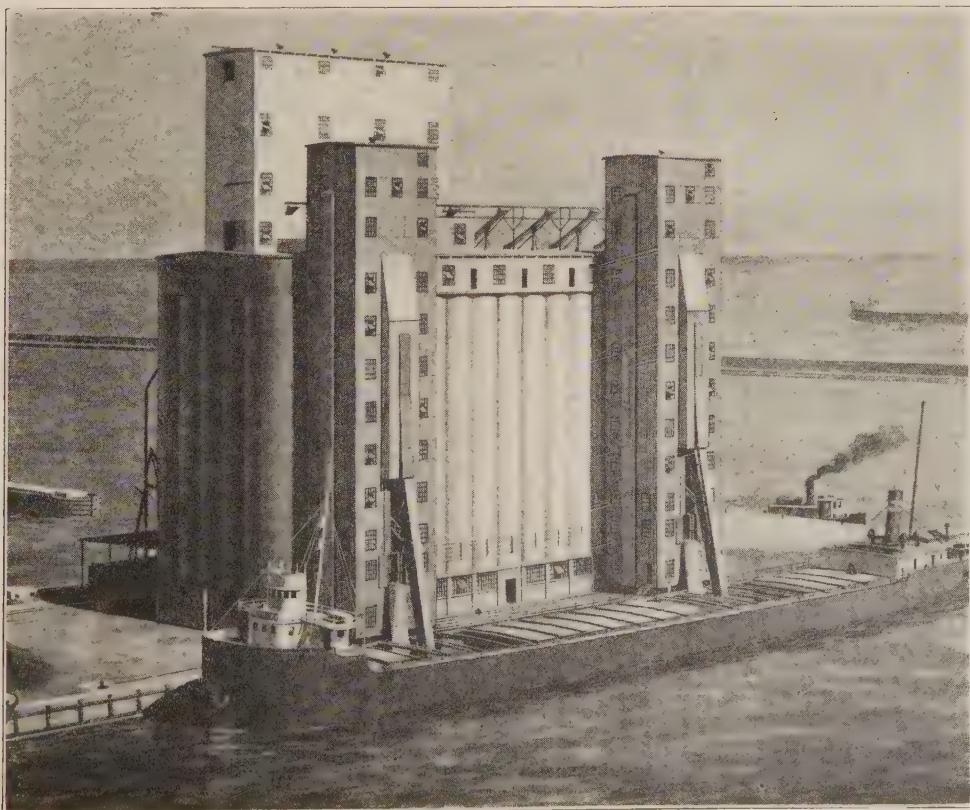
Grain Rates Via Cairo, Ill., Not Unjust.

In a complaint filed with the Interstate Commerce Commission by the Cairo Board of Trade, Cairo, Ill., vs. the A. T. & S. F. it was alleged that the rates on grain from points in Illinois, Iowa, Nebraska and Missouri to Cairo were unjustly discriminatory and unreasonable. It was contended that in order to get the same rates as the cities of St. Louis and East St. Louis that the Cairo dealers had to use the transit privilege.

In a tentative report No. 11450 urging the dismissal of the case Examiner Paul O. Carter says:

The rates from Cairo to the territory of destination are 2.5 cents under the rates from St. Louis to the same destinations. Transit is permitted at Cairo under an arrangement whereby a charge of 2.5 cents is made for the part of the haul from East St. Louis to Cairo on shipments originating in the northwest and moving via Cairo to the destination territory. It will be seen that this equalizes the Cairo and St. Louis markets with respect to the thru movement.

The Board of Trade of Kansas City contended that if the complainant's prayer were granted, the 1-cent differential in favor of Kansas City against Omaha for the movement of grain to the southeast via Cairo would be destroyed, and as a result Kansas City would be thrown out of line. After consideration of all the facts of record, the Commission should find the rates assailed not unreasonable or unjustly discriminatory.



Courtesy State Engineer & Surveyor's Dept.

Unconstitutional Impairment of Contract by Directors of Exchange.

One of the interesting legal points now before the courts is the right of a board of directors of a grain exchange to invalidate contracts made between members. This is the sole point in the suit by W. A. Thomson against Alexander W. Thomson and others transferred a few months ago by the Supreme Court of Illinois back to the Appellate Court.

On July 5, 1917, the board of directors of the Board of Trade adopted the following resolution:

"Whereas, by reason of the state of war which now exists, it becomes the patriotic duty of all to second the efforts of our government to prevent undue price increase in food products; Now, therefore,

"Be it resolved, that after the 5th day of July, 1917, all trading by members of this exchange in corn for delivery by grade alone in Chicago in the month of July, either for immediate or for future delivery, shall cease, and any member so trading after said day shall be deemed to have committed a grave offense against the good name of this Ass'n."

"Be it further resolved, that the president shall appoint a committee of three from the membership at large, to be approved by this board, who shall proceed at once to determine the true commercial value of the contract grades of July corn in Chicago on the 5th day of July, 1917, and that the price, when so established by said committee, shall be the basis upon which shall be settled all contracts for July delivery open at the close of business on the 5th day of July, 1917, except such open contracts as shall be performed for delivery during the month of July or shall be settled by the agreement of the parties. Every seller not notifying his purchaser in writing before 1:15 o'clock p. m., July 9, 1917, of his intention to settle his July, 1917, contracts upon the basis of the price thus fixed, shall be deemed to have elected to deliver the property, and, in case of his failure to deliver, settlement shall be made at the price fixed plus the penalty provided in rule 23, and to this extent the resolution of the board of directors of June 13, 1917, is hereby modified."

The com'ite appointed under this resolution fixed the value of July corn at \$1.65 a bushel, and on July 9 Clement, Curtis & Co. notified the appellees of their intention to settle the appellant's contracts for July corn upon the basis of that price, and the appellees, in spite of the appellant's instructions to the contrary, made the settlement, remitting the profits to the appellant's Louisville agents. The appellees contend that the resolution of July 5 was a requirement of the board of directors of the Board of Trade subject to which the contract was made, while the appellant contends that, if applied to the appellant's existing contracts, it was an unconstitutional impairment of the obligation of them.

The court said: The Board of Trade is merely a voluntary organization, altho incorporated under an act of the General Assembly. *People v. Board of Trade*, 80 Ill. 134. The grant of the power to adopt by-laws, rules, and regulations for the government of the corporation and the management of its business is no more than a recognition of the inherent and implied power, which is a necessary and inseparable incident of its existence. 1 Blackstone's Com. 476; 2 Kent's Com. 278; *People v. Live Stock Exchange*, 170 Ill. 556, 48 N. E. 1062, 39 L. R. A. 373, 62 Am. St. Rep. 404. The persons becoming members of the corporation have voluntarily submitted themselves to the operation of all laws enacted for its government and agreed to be bound by them so far as within the corporate authority. *Board of Trade v. Nelson*, 162 Ill. 431, 44 N. E. 743, 53 Am. St. Rep. 312. Whether the contracts in question, made by members of the corporation in their own names, but really for the appellant, were affected by the resolution of the board of directors is not a question of construction of the Constitution.

In referring the case back the Supreme Court said: If the resolution was inoperative against the appellant its invalidity arose not from any constitutional prohibition against its adoption, but because of the lack of power by the Board of Directors, under the general principles of law in relation to contracts, to adopt it.—127 N. E. Rep. 882.

The GRAIN DEALERS JOURNAL.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

E. B. Boyd in a special Sup. to tariffs gives the increased rates in effect on South Dakota intrastate traffic since Sept. 13.

Western Freight Tariff Buro in Sup. 12 to 1-O gives the rules, regulations and exceptions to classifications, effective Oct. 25.

L. A. Lowrey in special Sup. 2 to 20-K gives the local and joint terminal charges and regulations from or to points within the Chicago district, effective Sept. 10.

C. & E. I. in Sup. 15 to 6639-C gives rules governing the milling in transit privileges on grain and grain products effective at the C. & E. I. stations after Oct. 15.

C. & E. I. in Sup. 20 to 8650 gives joint and proportional rates on grain and grain products, also cotton seed, cotton seed ashes and cotton seed hull bran from C. & E. I. stations to points in N. Y., O., Pa., W. Va., and the Dominion of Canada as shown in the amended tariffs, effective Nov. 15.

C. & A. in 2-G gives switching and other terminal charges at C. & A. stations also rules governing the switching, drayage and transfer charges effective Nov. 1.

C. & E. I. in Sup. 11 to 7725-B gives the joint rates on grain from C. & E. I. stations to points in Ind., Mich., and O., as shown in the amended tariff, effective Oct. 15.

C. & E. I. in Sup. 9 to 8625-A gives joint rates on grain and grain products from C. & E. I. stations to points in Ala., Ark., Fla., La., Miss., and Tenn., effective Oct. 15.

Erie in 169-F gives the joint and proportional freight rates on grain, grain products and grain by-products from stations on the Erie to points in Ill., Ind., Ia., Ky., Mich., Mo., W. Va., and Wis., effective Oct. 1.

Erie 182-D gives the local, joint and proportional rates on grain and grain by-products from Chicago, Englewood, Hegewisch, Pullman, Jct., Ill., Hammond, Highlands, Saxony, Ind., to points in Ind., Ky., Mich., N. Y., O., Pa., and W. Va., effective Oct. 1.

C. & E. I. in Sup. 7 to 622-F gives the local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (Hungarian and millet) and red top seed chaff from C. & E. I. stations, also from Henderson and Owensboro, Ky., and from

Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), and Momence Transfer, Ill. (via C. M. & G.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa., and Wis., effective Nov. 15.

Filling Contract From Other Than F. O. B. Point.

Leslie Elevator Co., Leslie, Mich., plaintiff, v. **Tausend & Maloney, Grand Rapids, Mich.**, defendants, before Arbitration Com'ite No. 3 of the Grain Dealers National Ass'n composed of S. L. Rice, Thos. C. Craft, Jr., and Frank A. Coles.

Aug. 13, 1919, plaintiff sold defendant one car No. 2 rye @ \$1.50 per bushel f. o. b. Leslie, Mich., August shipment. Confirmation of defendant calls for destination weights and grades. Tuesday, Sept. 2nd, 1919, plaintiff called defendant on telephone and an extension of five days on time of shipment was granted.

Plaintiff then found it necessary to buy a car of rye on track at Constantine, Mich., to fulfill their contract.

Defendant refused this car on the ground that it was not shipped from Leslie.

It is the opinion of this Com'ite that Leslie was merely a basing point in order to determine cost of the rye to defendant and did not necessarily mean that the rye must be shipped from Leslie.

It is a long time established custom and one in universal practice for jobbers to bid for grain basis track shipping point for terminal or destination weights and grades and on grain so sold it would be preposterous to say shippers must ship from any particular station. We therefore decide that defendant pay the amount of plaintiff's claim, \$164, and cost of arbitration.

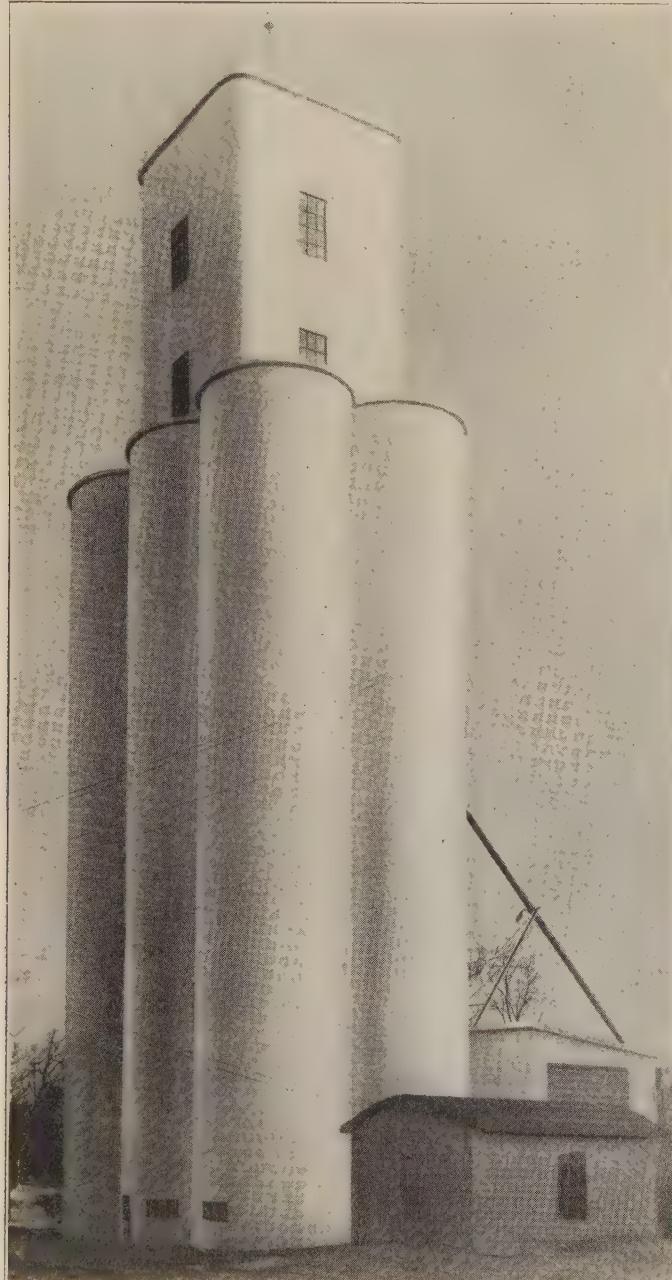
Modern Elevator at Ashkum, Ill.

The 40,000 bus. reinforced concrete elevator of the Ashkum Farmers Elevator Co., in Iroquois County is located on the main line of the Illinois Central.

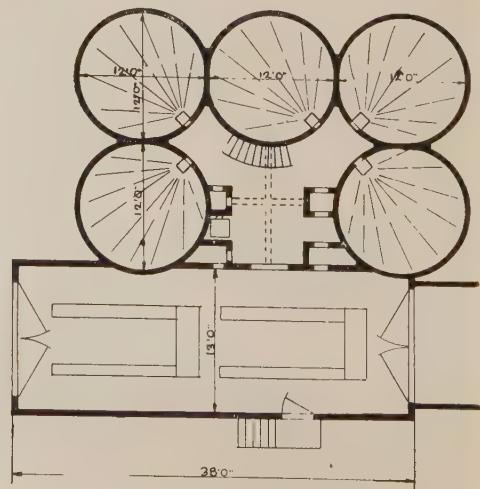
The plans for this plant were drawn by Miller, Holbrook, Warren & Co. The general plan includes a cupola with scale, cleaning, and distributor floors extending 32 feet above the five circular storage tanks which are 70 feet high. The unusual feature of this plant is that the wagon dump and driveway is on the railroad side of the house.

The machinery and equipment consists of two self-locking rail dumps set in steel and concrete, two elevator legs each having a capacity of 2,500 bus. per hour. The legs operate in concrete casings and are operated by separate motors, the shaft being driven with Link Belt silent chain drives. One eight bushel Richardson Automatic Scale is installed on the spouting floor discharging thru a gravity spout to the box car. The spouts to hoppers are of steel and have been closely fitted to prevent leak of dust or grain.

The elevator contains a manlift steel ladder and is electrically lighted and completely equipped throughout. George Tibbets is manager.



40,000-Bu. Concrete Elevator of Farmers Elevator Co. at Ashkum, Ill.



Ground Plan of Farmers Elevator at Ashkum, Ill.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

San Francisco, Cal.—John H. Rossiter, pres. of the Sperry Flour Mills Co., was recently presented with \$50,000 as a mark of appreciation on the part of the stockholders for his masterly handling of the finances of the company during the perilous times and his ability which has brot the company safely thru a precarious condition.

CANADA

Edmonton, Alta.—The Gillespie Grain Co. has been incorporated for \$1,500,000. The company will make its headquarters in this city.

Halifax, N. S.—The Board of Trade has prepared a brief for the consideration of the Dominion government, asking that a large terminal grain elvtr. be established at this port. Provisions for such an elvtr. were previously made when the Halifax Ocean Terminals were built but the finances ran low and the elvtr. was omitted from the structures built. The exchange holds that such a building is an essential at the port as many cargoes could be supplemented by grain if means of loading were available. The only elvtr. in the city, known as the Cornwallis Elvtr., is so old that it cannot be used to any advantage. It is also held as a menace as it is of frame. Its loading capacity is only 8,000 bus. an hour and this is considered too slow by most vessel owners. The brief says in part: The new Halifax ocean terminals, now only partially built at a cost of some \$15,000,000, were only used to a small extent of their capacity during the winters of 1919-20, owing to the fact that the necessary grain elvtr. has not been provided, and the new ocean terminals will remain practically idle until such time as a grain elvtr. is provided.

WINNIPEG LETTER.

E. H. Bole, of the Bole Grain Co., has moved to this city from Ft. William so that the company's business may have his personal attention.

Parrish & Heimbecker, Ltd., have leased the elvtr. of the Portage Milling & Elvtr. Co. at St. Boniface, and will operate it as a transfer house, specializing on sample grain.

The Eastern Terminal Elvtr. Co. has changed its form of license and now operates as a private terminal elvtr. company. Permission was granted the company to do so by the Board of Grain Commissioners.

G. P. Harbison, who is well known to the grain men of this market, has opened an office in Duluth, Minn., and will trade as the Harbison Commission Co. He will deal principally in wheat and flax.

Commission rates on grain at this market are now $\frac{1}{4}$ c per bu. on wheat, oats, rye and barley to non-members of the Grain Exchange and $\frac{1}{2}$ c to members. Rates on flaxseed are $\frac{1}{2}$ c to non-members and $\frac{1}{4}$ c to members.

There will be no advance in the commission rates on grain at this market for the present. This was decided at a recent meeting of the exchange, when a vote was taken on the question. It was defeated by a large majority. The rates are now 1c for wheat and $\frac{1}{2}$ c for oats.

COLORADO

Roggens, Colo.—I am mgr. for the O. M. Kellogg Grain Co. here.—Chas. F. Epple.

Fort Lupton, Colo.—The Farmers Flavo Mill & Elvtr. Co. has succeeded the Farmers Co-op. Mill & Elvtr. Co.

Ft. Collins, Colo.—The elvtr. of the Moody-Warren Commercial Co. is being built by the J. C. Burrell Co.

Fort Collins, Colo.—We have completed our reinforced concrete elvtr. and have installed the latest machinery.—Fort Collins Flour Mills.

Fort Morgan, Colo.—The Farmers Platte Valley Milling & Elvtr. Co. will soon have a new elvtr. The J. C. Burrell Co. is building the house.

Hayden, Colo.—We have the only elvtr. here at present except the Steamboat Springs Milling & Power Co., but its house is only a granary on our siding for loading in cars. The company now buys grain thru our elvtr.—J. C. Parker, mgr. Hayden Co-op. Elvtr. Co.

Greeley, Colo.—The Colorado Milling & Elvtr. Co. will build a 600-bbl. reinforced concrete and steel mill and elvtr. plant. The elvtr. will be in tank form and will be fireproof. When the new plant is completed, probably early in 1921, the old plant of the company will be remodeled and will be used for feed and coarse grains.

IDAHO

Bonners Ferry, Ida.—M. L. Rowe is operating at this point as the Rowe Feed & Grain Co.

Lewiston, Ida.—The Volmer Clearwater Co. has taken over the Lewiston Milling Co. and now operates the Asotin Roller Mills, Vollmer Warehouse & Milling Co., Kendrick Warehouse & Milling Co., Idaho Grain & Tramway Co. and the new plant under one management.

Fairfield, Ida.—The recently organized Fairfield Milling, Elvtr., Power & Lighting Co. has bot the mill of W. Y. Perkins for \$10,000. The company will immediately make arrangements to build a number of elvtrs. at various railway points near here for the handling of grain for the mill.

ILLINOIS

Weston, Ill.—The elvtr. of C. E. Graves & Co. is being remodeled and put into first-class condition.

Port Byron, Ill.—The Port Byron Grain & Fuel Co. has increased its capital stock from \$10,000 to \$25,000.

Pesotum, Ill.—The Pesotum Elvtr. Co. incorporated for \$60,000 by Henry Pfeffer, Henry Reinhart and A. H. Hessman.

Williamsburg (Arthur, p. o.), Ill.—We have bot the elvtr. of F. W. De Hart at this station.—W. H. Whitlock & Sons, Arthur.

Meeks (Humrick, p. o.), Ill.—Melvin Smith is pres. of the new Farmers Elvtr. Co. which has been formed here to build an elvtr.

Roseville, Ill.—We will not only build a new elvtr. but will also put up a new salt house.—C. W. Langdon, mgr. Farmers Grain Co.

Clinton, Ill.—A. A. De Long, who recently sold his elvtr. here to the Co-op. Grain Co., is now in the hotel business at Bridgeport, Ill.

Dwight, Ill.—Frank Gibbons, mgr. for the Farmers Elvtr. Co. here, has bot an elvtr. at Nevada and will soon leave to take charge of it.

Ipava, Ill.—I am now with the Farmers Elvtr. Co. at this point. Was formerly mgr. of one of the elvtrs. of the La Place Co-op. Grain Co. at Long Creek.—J. D. Mitchell.

Steetlon (Georgetown, p. o.), Ill.—Farmers are considering the building of an elvtr. at this point. The plan is to build a small elvtr. and store in the spring.—M. L. Hill, Danville.

Long Creek, Ill.—I have resigned as mgr. for one of the 4 elvtrs. operated by the La Place Co-op. Grain Co. and am now with the Farmers Elvtr. Co. at Ipava.—J. D. Mitchell.

Bushnell, Ill.—The Farmers Elvtr. Co. has been organized and will start to operate as soon as the question of an elvtr. is decided. As yet it is not known whether it will build or buy.

Kenney, Ill.—The Farmers Elvtr. Co. has installed a new ear corn elvtr. and can now fill its outside corn cribs direct from the dumps in the elvtr. The Decatur Construction Co. did the work.

Decatur, Ill.—The new elvtr. of the Dewein-Hamman Co. is now ready for the machinery, which will be installed at once. Every effort will be made to get the house finished in time to handle new corn.

Geneseo, Ill.—The Farmers Elvtr. Co., which was organized last spring but which has never been developed, will now be incorporated and will go ahead with its plans to either build or buy an elvtr. warehouses, etc.

North Aurora, Ill.—The North Aurora Farmers Co-op. Co. is now operating its new 120,000-bu. concrete elvtr. and handles grain, coal, seeds and lumber. Our office is strictly up-to-date in every way as well as our elvtr.—Ole Murphy.

Alexander, Ill.—The elvtr. of C. R. Lewis & Co., containing 24,000 bus. of wheat, burst recently allowing the grain to run out on the ground. It is said that the bin containing the wheat had been built for oats and was not intended to be used for wheat.

Taylorville, Ill.—We have bot the elvtrs. of J. E. Larkin & Co. here and at Calloway and will make our headquarters in this city. We will operate the two new houses in connection with our elvtrs. at Palmer and Velma.—L. T. Jones & Co., formerly at Palmer.

Heyworth, Ill.—Our elvtr. is inadequate for our present needs and we have installed a portable car loader on a new switch on the I. C. R. which we will use until we can build a new elvtr. on the same road.—U. N. Hieronymus, mgr. Farmers Co-op. Grain Co.

Tinley Park, Ill.—The Farmers Grain Elvtr. Corporation is being organized at this point and Adam Schilling has been appointed mgr. The company will build an elvtr. at this station and at Barrington and will have seed and store warehouses at these two points and at Blue Island.

East St. Louis, Ill.—A. J. Widicus, for many years with the state grain inspection department in this city, died recently at the age of 48 years. He was at work the day of his death, and altho not feeling well was not apparently ill. His sudden death was a shock to all who knew him.

Munster (Streator p. o.), Ill.—I am unable to tell what caused the recent fire in my old elvtr. The loss is about half covered by insurance. I only used the house for storage as I have another elvtr. in operation here. I was just preparing to fill it when it burned. I will not rebuild it for a while at least as I do not need it now.—T. M. Hoarty.

Flannigan, Ill.—The new 80,000-bu. elvtr. of the Farmers Grain & Coal Co. will be completed in a few days. Work has been greatly delayed on account of the shortage of building materials. The elvtr. consists of 13 concrete tanks 75 ft. high with a cupola 36 ft. high. The old elvtr. which is between the new house and the tracks, will be wrecked when the new one is finished.

The following members have recently been admitted to the Illinois Grain Dealers Ass'n: C. A. Pfund, Mendota, Ill.; Chas. H. Faith & Son, Warrensburg; The Early & Daniel Co., Cincinnati, O., and Indianapolis, Ind.; Kendrick & Sloan Co., Inc., Indianapolis, Ind.; Merchants Hay & Grain Co., Indianapolis, Ind.; J. S. Bach & Co., Chicago; Glasford-Banner Farmers Elvtrs., Inc., Glasford; W. A. King, Tonica; G. A. Cope, Tonica; and H. W. Dysart, Franklin Grove.

Peoria, Ill.—August Marquardt, who recently fled from this city after the alleged forgery of checks on the Conover Grain Co., of which he was cashier, has been located in Douglas, Wyo., where he has been living under an assumed name. He is being brot back for trial. It is said that he has confessed that he was short \$6,480 in his accounts. He is reported to have said that he would make good the shortage. His wife and baby are in Douglas, awaiting his return to the farm which he has there now.

Langham (Verona, p. o.), Ill.—The elvtr. of Mark T. Welsh, containing 16,000 bus. of grain, was another burnt sacrifice to the lack of cars. The elvtr. and contents burned at 2 a. m., Sept. 22. It had not been in operation for 2 days, as it was filled to capacity with grain. Mr. Welsh is of the opinion that the fire was due to incendiaryism as the blaze started in the driveway of the elvtr. The house was formerly owned by the Seneca Grain & Lumber Supply Co., but was sold to Mr. Welsh 6 years ago. Insurance on the building amounted to \$6,500 and on the grain to \$14,000.

The GRAIN DEALERS JOURNAL.

Belvidere, Ill.—Work has been started on the new elvtr. and feed mill of the Rogers Grain Products Co. at this station. The company is a new one, having recently been organized with a capital stock of \$100,000. Frank A. Rogers, J. O. Anderson and Franz Boston are the owners. The plant is to be completed Jan. 1. L. Buege has the contract.

CHICAGO NOTES.

Carl F. W. Pfeiffer is out of the grain business for the present.

The memberships of Geo. E. Newman, Geo. E. Alt, Armmitt Brown, John Dalton and Edgar D. Risser have been posted for transfer.

Thomson & McKinnon have opened a branch office in Norfolk, Va., to take care of their business in that city and in Newport News.

A 5-acre tract has just been purchased by the Norris Grain Co., with a view to doubling the capacity of its elvtr. on the Calumet river.

On Oct. 4, members of the Board of Trade defeated the plan for the establishment of a new clearing house arrangement by a vote of 502 to 228.

The American Malt & Grain Co. will consolidate its office in this city with the office in Milwaukee and will make that city its headquarters.

Walter J. Green is now on the road for John E. Brennan & Co., covering northern Iowa, southern Minnesota and South Dakota. His home is at Paulina, Ia.

The following have been elected to membership in the Board of Trade: Chas. K. Templeton, Chas. D. Boyles, John F. McCarthy, Walter Von Mooock, John F. Jelke and J. F. Bell.

Arthur W. Hawn, former chief supervising inspector of the Illinois State Grain Inspection Department, has been appointed ass't chief inspector. He has been connected with the department for the last 15 years.

Walter S. Rosenbaum, junior member of the J. Rosenbaum Grain Co., died Oct. 5 after an illness of two years' duration. He was 39 years old and was well known in athletics before his illness. He is survived by his widow.

G. M. McReynolds, for 12 years with the Ballard-Messmore Co. of St. Louis, Mo., has been added to the traveling forces of Philip H. Schiffelin & Co., of this city. His home is in Alton, Ill., and he will cover northern Illinois and Iowa for his firm.

Members of the Board of Trade have decided to form a company in the 1st Infantry of the Illinois National Guards and a com'ite of 25 is busy getting things in shape and securing recruits. The company will be known as the Board of Trade Company and will perpetuate the memory of the other companies which have carried the colors and the Board of Trade honors to victory in the battles of '61, the Cuban War and the last great conflict.

INDIANA

Corydon, Ind.—We have installed a new Boss Air Blast Car Loader.—Hickman & Keller.

Tab, Ind.—Farmers Co-op. Grain Co. incorporated for \$50,000 by Chas. Larch, Wm. Thomas and others.

Tab, Ind.—The 100,000-bu. elvtr. of Frank R. Pence, who died recently, will be sold at public auction Oct. 30.

Center Point, Ind.—Center Point Grain Co. incorporated for \$25,000 by W. B. Ringo, Henry F. Myer and others.

Hebron, Ind.—Mail addressed to David Fisher & Son, reported to have succeeded M. J. Brown here, is returned "unknown."

Mooreland, Ind.—The Stafford Grain Co. is installing a new 40 h.p. engine in its elvtr., which is being remodeled to bring it up to date.

Manilla, Ind.—The farmers in the neighborhood are considering the purchase of my elvtrs. here and at Rays Crossing.—Thos. K. Mull, Mull Grain Co.

Medford (Muncie, p. o.), Ind.—Donald Gilmore was killed recently at the elvtr. of the Medford Grain Co. He was smothered by wheat which caved in on him.

Osgood, Ind.—John Crum & Son have bot the elvtr. of H. L. McCoy, operated as the Osgood Grain Co., but will not take possession until the first of the new year.

Crawfordsville, Ind.—We have entered the coal jobbing business here and are distributors of Ind., Ill., Va., Ky., pocaontas and anthracite coal.—Ed. Lee, Ed. Lee & Son.

Sidney, Ind.—The Farmers Elvtr. Co. has been dissolved. The burning of the elvtr. of the company last April is given as the cause of the discontinuance of the business.

Windfall, Ind.—The new elvtr. of the Farmers Elvtr. Co. has been completed and was opened with appropriate ceremonies. The house is fireproof thruout and has a capacity of 30,000 bus.

Gilman (Alexandria, p. o.), Ind.—We will build a new elvtr. next year. We have been holding off on account of difficulty in getting side track. Have not let contract as yet.—J. M. Morgan, Farmers Co-op. Co.

Greens Fork, Ind.—We intend to build a new warehouse at once and install a 20-ton truck scale. I am mgr. here now. Was 17 years with Anderson & Hollingsworth, at Economy.—W. M. Kennedy, mgr. Farmers Co-op. Co.

The following have been elected to membership in the Indiana Grain Dealers Ass'n: Osser Grain Co., Buffalo, N. Y.; Farmers Co-op. Co., Arcadia, Ind.; N. A. Wall, Pittsboro, Ind., and The Rossville Co., Lawrenceburg, Ind.—Chas. B. Riley, sec'y.

Rochester, Ind.—The Co-op. Elvtr. Co. will build new storage tanks and a flour and feed warehouse. The elvtr. will be overhauled and new machinery installed. A new office has just been completed and a 20-ton automatic scale has been installed in it.

Mulberry, Ind.—Wm. D. Springer and Richard A. Burris of Indianapolis, have bot the elvtr. of the Jay Grain Co. and will take possession Nov. 1. The owners will incorporate and operate as the Mulberry Grain Co. Nat Claybaugh negotiated the sale.

Indianapolis, Ind.—The Farmers Terminal Grain & Feed Co. assumed control of the elvtr. of the Belt Elvtr. Co., Sept. 16, and it is now operating the house which it bot sometime ago. Victor N. Sheek is sec'y of the company. E. M. Strauss, for 11 years with the Amo Milling Co., Amo, is now mgr.

Anderson, Ind.—It is reported that the Union Grain & Feed Co. will be taken over by Bash & Co. of Huntington. H. E. Bash is now in charge of the plant of the company. G. A. Lambert, pres. and mgr. for the Union Grain & Feed Co., is anxious to sell and retire from the grain business.

Fountaintown, Ind.—We now operate elvtrs. at this station, Gwynneville and Farmers Station, and are preparing to build a 50-bbl. mill and elvtr. at Knightstown, where we have a site with 315 ft. of switch track already in. V. B. Hungate is our business mgr.—W. J. Hungate, pres. Hungate Wholesale Co., Indianapolis.

Monterey, Ind.—The farmers Co-op. Elvtr. Co. has bot the property of J. H. Hoesel, which consists of 2 buildings. One of them will be converted into a warehouse for flour, feed, etc. The other one has been fitted with grain bins for storage of surplus grain from the elvtr. As soon as material and labor can be obtained the company will build silo elvtrs. which will provide additional grain storage.—K.

IOWA

Ottosen, Ia.—The elvtr. of J. B. Mertz is being covered with sheet iron.

Luray, Ia.—J. B. Miller is pres. of the recently organized Luray Co-op. Elvtr. Co.

LeMars, Ia.—The Farmers Elvtr. Co-op. Co. will rebuild the elvtr. leg in the elvtr.

Bridgewater, Ia.—James Beck is now mgr. for the Farmers Co-op. Co. at this market.

Slifer, Ia.—Henry Ault has succeeded C. E. Strong as mgr. for The Slifer Elvtr. Co.

Joice, Ia.—I am now mgr. for the Farmers Incorporated Co-op. Society.—J. L. Paulson.

Mallard, Ia.—Chris Christiansen has succeeded H. D. Hobbs as mgr. for the Farmers Elvtr. Co.

Emerson, Ia.—Oscar Kerts, of Malvern, is now mgr. for the Farmers Co-op. Elvtr. Co. here.

Sioux Center, Ia.—The Cargill Elvtr. Co. will install a new motor, doing away with its 5 h.p. engine.

Eldora, Ia.—Geo. M. Cherrie, of Ankeny, has succeeded E. F. Froning as mgr. for the Farmers Elvtr. Co.

Quinby, Ia.—The Farmers Elvtr. Co. will build a new tile office this fall and will install a steam heating plant. The office will be 20x20 ft.

Wightman (Lohrville p. o.), Ia.—The Farmers Elvtr. Co. has been incorporated. Harry Rossow is mgr.

Akron, Ia.—The new office of the Hunting Elvtr. Co. has been completed and it is up-to-date in every way.

Lewis, Ia.—I am now mgr. for the Farmers Union Exchange here.—W. F. Sheppard, formerly at Central City.

Meriden, Ia.—The Farmers Elvtr. Co. has completed a new 15,000-bu. annex and now has a total capacity of 33,000 bus.

Beaman, Ia.—We will not build new coal sheds this year. I am now mgr. here.—Roy Follansbee, Beaman Elvtr. Co.

Hamburg, Ia.—Carey Williams has resigned as mgr. for the Farmers Elvtr. Co. He will remain until a new mgr. is secured.

Lost Nation, Ia.—The Phelps Grain Co. has bot the three elvtrs. of the C. M. & St. P. Ry. Co. at this station, Oxford and Elmwood.

Long Point, Ia.—Owen A. Rucker whose elvtr. at this station burned Sept. 14, is now mgr. for the Farmers Elvtr. Co. at Toledo.

Arthur, Ia.—The Arthur Co-op. Co. has built a new office and installed a new truck dump. The elvtr. was also repaired and raised this summer.

Paulina, Ia.—Walter J. Greene, of this city, is now covering northern Iowa, southern Minnesota and South Dakota for John E. Brennan & Co., Chicago.

Whittemore, Ia.—Squire Heathman, of Scranton, has succeeded C. C. Green as mgr. for the Whittemore Elvtr. Co. Mr. Green resigned to go to Iowa Falls.

Gruber, Ia.—I. G. Willey, mgr. of the Farmers Elvtr. Co. since it was organized, has bot the elvtr. of the company and will operate it for his own account.

Rockwell City, Ia.—C. E. Stonebraker has succeeded Geo. Bebe as mgr. of the Farmers Elvtr. Co. Mr. Bebe is now mgr. for the Farmers Grain Co. of this city.

Rossie, Ia.—We are in the grain business at present but the stockholders of the company have voted to sell out as soon as possible.—C. Young, mgr. Rossie Elvtr. Co.

Radcliffe, Ia.—H. R. Alcorn is now mgr. for the Radcliffe Grain Co. He was formerly mgr. for the Farmers Elvtr. Co., and has been succeeded there by R. A. Mykle.

Lavina, Ia.—The elvtr. of the Farmers Elvtr. Co. will be raised this fall and put on a new foundation. New pits will also be put in and the house given a thoro overhauling.

Lake City, Ia.—The new office building of the Farmers Elvtr. Co. has been completed and a Fairbanks Registering Truck Scale has been installed together with a Benson Dump.

Early, Ia.—The Farmers Elvtr. Co. is building a new 20x30 ft. two story office with a basement for a hot air furnace. A new electric dump and motor have been installed.

Toledo, Ia.—Owen A. Rucker, whose elvtr. at Long Point burned Sept. 14, is now mgr. for the Farmers Elvtr. Co. here, succeeding Chas. Evans. C. E. Townsend will be ass't mgr.

Barnum, Ia.—The Farmers Elvtr. Co. has completed its new hollow tile elvtr. annex, which has a capacity of 12,000 bus., making a total capacity of 40,000 bus. for the company.

Sac City, Ia.—Because the electric current supplied to the Farmers Grain Co. is weak and cannot be depended upon, the company will take out the motor and put in a gasoline engine.

Rands, Ia.—The smaller of the two elvtrs. operated by the Farmers Grain & Lumber Co. has been re-sided and both elvtrs. have been painted. A new truck dump has also been installed.

Reinbeck, Ia.—Our new elvtr. just completed is equipped with auto dump and scale and is arranged to handle ear corn as well as all other grains.—A. V. Thompson, mgr. Reinbeck Lumber Co.

Ellsworth, Ia.—The Farmers Elvtr. Co. has completed a new driveway with a concrete floor and frame sides and has installed a new truck dump and scales. Walter Rogers is Mgr. A. N. Moore's assistant.

Farnhamville, Ia.—D. W. Ault, for many years mgr. of the Farnham Elvtr. Co., is also mgr. of the recently organized Live Stock Shipping Ass'n and handles the business of both firms thru the same office.

Traer, Ia.—David Marr, who was in the grain business here for many years and who sold his elvtr. to the Farmers Elvtr. Co. last year, has definitely decided to retire from the grain trade and will spend the winter in his old home in Scotland.

Ridgeway, Ia.—The big A. C. A. Elvtr. burned at 2:30 p. m., Sept. 28. The fire started in the engine room where a small gasoline engine was in operation and before it was discovered it was beyond control. The coal sheds adjoining the building also burned.

Hawarden, Ia.—R. H. Nolan, whose elvtr. burned May 11, recently moved the elvtr. of the McCaull-Webster Co., which he bot, to a new site on the C. & N. W. Ry. The house was remodeled and a 10-ton scale installed. It is now operated as Nolan & Lambertson.

Chatsworth, Ia.—Fire broke out in the engine room of the elvtr. of the Hunting Elvtr. Co. at 4:30 p. m., Sept. 22, and for a time it was thought the elvtr. was doomed. Hand extinguishers however saved the day, and the flames were confined to the engine room and office building.

Odebolt, Ia.—A. C. Petersmeyer, one of the oldest grain dealers here, will retire from active business. He has been owner of the elvtr. here for 30 years. Last spring the elvtr. was closed for repairs and he so enjoyed the vacation that he has decided to prolong it for the rest of his lifetime.

Lawn Hill, Ia.—The Lawn Hill Lumber Co. has succeeded the New Providence Co-op. Co. and has increased its capital stock to \$25,000. R. T. Green, former mgr. of the company, died recently of ptomaine poisoning and was succeeded by D. W. Terrill, now in charge, who was formerly ass't mgr.

Spencer, Ia.—One of the workmen on the new elvtr. of the Farmers Elvtr. Co. had a narrow escape from death when a board on which he was standing slipped from under him and left him dangling by one hand at the top of a 65 ft. wall. With rare presence of mind he held on and succeeded in pulling himself to the top of the wall.

Stanhope, Ia.—While the ass't mgr. of the Farmers Elvtr. & Stock Co. was riding on the manlift in the elvtr., the cable broke and he was thrown to the ground floor sustaining 3 broken ribs and severe bruises. His hands were also badly burned as he checked his fall by clinging to the rope. He is to be congratulated on his narrow escape from death.

Muscatine, Ia.—McKee Bros. are making repairs and improvements in their plant here. The elvtr. and mill will be operated in the future by electricity, new motors being installed as well as a corn sheller and attrition mill. The cupola has been rebuilt and is now 14 ft. square to accommodate new elevating machinery. The capacity of the elvtr. has also been increased.

Knierim, Ia.—The Farmers Elvtr. Co. is remodeling and repairing its elvtr. and will practically have a new house when the work is done. It has been re-shingled and painted, put on a new concrete foundation and concrete floors, a manlift, and new truck dump are being installed. The company has completed a new coal house, the lower half of concrete and the upper of frame, with a capacity of 250 tons. Clyde P. Bennett is mgr.

Atalissa, Ia.—The elvtr. of the Merchants Elvtr. Co., containing 18,000 bus. of grain, burned Sept. 25 with a loss of \$20,000 which is nearly covered by insurance. The fire started in the engine room shortly after noon and soon spread to the gasoline tank near the building which blew up causing the collapse of the elvtr. The corn cribs and coal sheds across the driveway from the burning structure also caught fire and were a total loss. Wm. Black, mgr., was severely burned before he could leave the building. Much of the grain is being salvaged. A new elvtr. will be built on the site at once.

DES MOINES LETTER.

The elvtr. of the Des Moines Elvtr. & Grain Co. has been thoroly overhauled and remodeled. A new sacking plant has been added which has a capacity of 8 cars a day.

Des Moines, Ia.—The Planters Terminal Elvtr. Co., organized at this market some time ago, will begin work on its new 500,000-bu. elvtr. this fall and will make every effort to have the house completed for the fall movement of grain in 1921.

Des Moines, Ia.—The Iowa Grain Co. will install its wire facilities and blackboard in a new office adjacent to the rooms it now occupies.

SIOUX CITY LETTER.

J. P. Haynes has posted his membership in the Board of Trade for transfer.

Paul A. Ketels has succeeded Martin Martens, deceased, as pres. of the Martens & Ketels Milling Co. C. R. Kerr is now treas. and ass't. mgr. Mr. Martens died at Roseburg, Ore., last June.

Eight members of the Duluth, Minn., Board of Trade were entertained by the Sioux City Board of Trade, Sept. 23. The visitors headed by Pres. Stockman were tendered a dinner and later taken to the Fair Grounds. The object of the "call" was to establish better trade conditions between the markets.

Sioux City, Ia.—The pile foundations for the Farmers Terminal Elvtr. have been completed and work has been started on the head house, which will be 46x91 ft. and 191 ft. high. This building will be completed this fall and the 24 tanks which are to be added to the plant will be built in the spring. Each tank will be 22 ft. in diameter and 125 ft. high. The total cost of the plant is estimated at \$1,000,000.

The following rule has been posted by the directors of the Board of Trade: After Oct. 1, a rate of interest of 8% will be charged on all drafts received by members of the Board of Trade. The re-inspection rule was changed to read as follows: Reinspection shall be called within 96 hours from 12 o'clock noon from date of sale of consigned grain, and 12 o'clock noon from the date of original inspection of grain bought to arrive.

Members of the Grain Exchange have made a vigorous protest to the mayor in reference to smoke and dirt which they claim is a daily nuisance. The "round robin" signed by every tenant in the Exchange Bldg., says: We, the undersigned, occupants of offices in the Grain Exchange Bldg., respectfully ask your honorable body to afford us immediate and continuous relief from the smoke and soot nuisance from which we almost daily suffer. Some five smokestacks to the southeast of the Grain Exchange Building pour out smoke and soot, especially the latter, which compels us to either keep our windows closed tightly, or to endure showers of soot over our persons, our desks, our files, our furniture. We understand that complaint has already been made to some or all of the members of your body but up to the present time no relief has been forthcoming.

KANSAS

Salina, Kan.—I am mgr. for the Weber Flour Mills Corporation here.—Horatio V. Nye.

Wichita, Kan.—Roy C. Smith has been admitted to membership in the Board of Trade.

Oakley, Kan.—The elvtr. of the Farmers Union has been completed and is now in operation.

Plainville, Kan.—The Farmers Shipping Ass'n will build an elvtr. with 16,000 bus. capacity.

Great Bend, Kan.—The Wichita Grain Co., Wichita, is opening an office here in charge of D. Brooks.

Haviland, Kan.—Lindley C. Binford, of Belvidere, has bot the elvtr. of the Kansas Flour Mills Co. here.

Pawhantan, Kan.—Farmers Union Co-op. Ass'n incorporated for \$25,000 by E. Storm, L. S. Mark and L. E. Beale.

Herndon, Kan.—The new elvtr. of the Co-op. Exchange has been completed. The White Star Co. had the contract.

Atwood, Kan.—Work has been started on the new elvtr. of Wm. Correll by the White Star Co., which has the contract.

Hudson, Kan.—Mrs. Amanda Smith of Kansas City, Mo., has bot the elvtr. of the Rea-Patterson Milling Co. here. It will be used as a corn storage plant. Possession will be given Nov. 1.

Edmund Wilkes Structural Engineer

Grain Elevators Plans and Specifications
Mill Buildings Valuations
Warehouses Estimates

706 Mutual Bldg., Kansas City, Mo.

Kackley, Kan.—The Farmers Elvtr. Co. has bot our elvtr. at this station.—C. N. Lane, mgr. Bossemeyer Bros., Concordia.

Clyde, Kan.—The Clyde Milling Co. has completed a new 700-bbl. mill.—C. N. Lane, mgr. Bossemeyer Bros., Concordia.

Wichita, Kan.—The Board of Trade expects to occupy its new home in the near future as the building is being rapidly completed.

Liberal, Kan.—The Taylor Grain Co. of this city has opened an office at Amarillo, Tex., under the management of Willis B. Bradshaw.

Griffith (Larned p. o.), Kan.—The Gable Mill Co., H. G. Gabel & Sons, props., of Larned, has bot the elvtr. of the Consolidated Mills at this point.

Wakeeney, Kan.—The elvtr. of the Wheatland Elvtr. Co. was recently threatened with destruction when fire destroyed the flour warehouse with a loss of \$2,000.

Shallow Water, Kan.—Our elvtr. here is not a new one as reported but was built last year and was operated all season.—F. Earl Fowler, sec'y C. C. Isely Lbr. Co., Dodge City.

Ingalls, Kan.—Raymond Goodland has sold his elvtr. at this point to Ward Bros. who operate at Montezuma and Pierceville. The company also expect to build elvtrs. at Charleson and Cimarron.

Junction City, Kan.—The elvtr. of the Farmers Union was flooded during a recent storm and about a thousand bus. of grain in the pit was damaged as well as the machinery. The loss is placed at \$2,000.

Leoti, Kan.—Farmers are organizing here and are planning to buy the Leoti Mill & Elvtr., but as the organization is not complete, I don't know just what they will do.—W. M. Chelf, owner of mill and elvtr.

Ness City, Kan.—The Farmers Co-op. Ass'n will build an elvtr. on the site of the old Ness City Mill if it can secure switching privileges from the R. R. Co. The elvtr. will be 36x36 ft. and will have a capacity of 30,000 bus.

Downs, Kan.—The Voss Grain & Seed Co. will locate at this point and will operate a new 20,000-bu. house, modern thruout. J. H. Voss will be mgr.—Voss Grain & Seed Co. (A. F. Roberts has the contract. There are 2 other elvtrs. at Downs.)

Anthony, Kan.—H. L. Williamson, formerly ass't sales mgr. for the Kansas Flour Mills, assumed the sales management, and Charles S. McGinness, formerly mgr. of the St. John Mill, St. John, Kan., has assumed management of the Anthony Mills, succeeding A. W. Bennett, who is now mgr. for the Kansas Grain Co. at Hutchinson.—A.

Halstead, Kan.—The Halstead Milling & Elvtr. Co. is building a new power plant and will generate its own electricity to run the mill and the two elvtrs. A new engine of 300 h.p. will be installed and the generator and motors will have as much or more power. Deep wells have been sunk to supply water at the rate of 400 gals. per minute. A brick wall will separate the engine room from the rest of the plant.

Fulton, Kan.—We have not bot all the machinery we need yet for the elvtr. that we are rebuilding, but will use the 10 h.p. engine we have for a while and get a larger one later on, also a feed mill. Our elvtr. was formerly used by the Fulton Lumber Co. We expect to have it in operation by the time new corn moves. L. W. Shaffer is still buying grain and hay here, but he never had an elvtr. so far as I know—just buys it loaded on cars.—L. M. Harned, Harned Grain Co.

HUTCHINSON LETTER.

The Wm. Kelly Milling Co. has bot the mill and elvtr. of the Reno Flour Mills Co. at this market.

Clyde Whitley, of the H. Q. Hay & Grain Co., has been granted an indefinite leave of absence on account of ill health.

Ed. Huckstep is now connected with the sales department of the Hinman-Yates Grain Co. He was formerly with the Jennings Grain Co.

R. C. Cawthorn is now in charge of the country business of the Ayers Grain Co. here. He was formerly with the Russell Grain Co. of Kansas City, Mo.

KENTUCKY

Paris, Ky.—Lawrence D. Mitchell has bot the interests of his partners, Wm. McCann and H. P. Perry, in Perry, McCann & Mitchell and is now sole owner of the company.

The GRAIN DEALERS JOURNAL.

MARYLAND

Baltimore, Md.—Frank L. Carey has applied for membership in the Chamber of Commerce.

Baltimore, Md.—John J. Frederick is a new member of the Chamber of Commerce, and the membership of Harry W. Saxton has been transferred.

Gaithersburg, Md.—I have leased my 25,000-bu. elvtr. to Thomas & Co. who now operate it. I am a "retired" grain merchant for the present.—Thomas I. Fulks.

Gaithersburg, Md.—Our new mill will have a capacity of 250 bbls. and we will also make corn meal. Our machinery is of the latest type. We have storage for 5,000 bus. in the mill and 10,000 bus. outside.—Bowman Bros.

MICHIGAN

Glennie, Mich.—The Glennie Elvtr. Co. is out of business here.

Moline, Mich.—The Moline Milling Co. is out of business at this point.

Rives Junction, Mich.—The Farmers Co-op. Elvtr. Co. has been organized here with C. A. True as sec'y-treas.

Bessemer, Mich.—N. Erickson and Rene Bergner are in charge of the new plant of the Farmers Milling & Elvtr. Co.

Charlevoix, Mich.—E. G. Pomery, of Mt. Pleasant, has succeeded Geo. Brown as mgr. for the Charlevoix Elvtr. Co. Mr. Brown has been mgr. for 8 years.

Zeeland, Mich.—The Zeeland Co-op. Elvtr. Co. is now in possession of the property of the Zeeland Fuel Supply Co. which it bot last spring and is operating it.

Woodland, Mich.—The Farmers Co-op. Elvtr. Co. has been organized and has bot the elvtr. of the Llewellyn Bean Co. The plan is to enlarge the plant as soon as possible.

Riga, Mich.—The Farmers Co-op. Co., of Blissfield, has bot the elvtr. of Herman Meiser at this station and has retained him to manage the elvtrs. here and at Blissfield.

Elk Rapids, Mich.—We have bot the business of Olson & Bargy and will continue it as it is until spring when we will install machinery in our warehouse, which is 200x60 ft. We are waiting for a new sidetrack to the house.—Elk Rapids Co-op Marketing Ass'n, M. L. Burns, mgr.

Fountain, Mich.—We have sold our elvtrs., both grain and bean, potato storage house and coal business to the Mason County Co-op. Marketing Ass'n, which has headquarters at Scottsville. Ollie Sexton will be local mgr. We will job flour and feed.—W. W. Boughner, W. W. Boughner & Co.

Jonesville, Mich.—The discovery of sour wheat brot up by the water wheel of the mill of the Jonesville Milling Co., led to an investigation which disclosed a large leak in the elvtr. boot. Wheat had been pouring out of the leak into the river. Much grain was found in a pile in the river beneath the floor of the mill and this was salvaged for feed.

MINNESOTA

Isanti, Minn.—The Isanti Co-op. Produce Co. has let contract for a new elvtr.

Morristown, Minn.—The Farmers Elvtr. Co. is being organized here and an elvtr. will be built.

Storden, Minn.—Emil Evanhaus has succeeded H. M. Vandergraff as mgr. for us.—Storden Grain Co.

Houston, Minn.—Otto Briese has succeeded R. Wadell as mgr. for the Houston Co-op. Elvtr. Co.

Alvarado, Minn.—M. A. Strandberg is mgr. for the recently reorganized Farmers Co-op. Elvtr. Co.

Akeley, Minn.—I am mgr. for the H. C. Irvin Co., the only firm operating here this season.—John Bouck.

Plato, Minn.—Geo. Hoelz has bot the elvtr. of the Miller Elvtr. Co., for which G. Bergman was agt.

Kerkhoven, Minn.—The elvtr. of Medalen & Rime is nearing completion and will be ready to handle the new crop.

Viola, Minn.—We have installed a new 10-hp. Fairbanks Kerosene Engine in our elvtr.—C. J. Monroe, mgr., Viola Elvtr. Co.

Fishers, Minn.—The Farmers Elvtr. Co. has let contract for the overhauling and repairing of its elvtr. to the Northwestern Engineering Construction Co.

Appleton, Minn.—Hagen & Son have bot the elvtr. of the Northwestern Elvtr. Co. and are now connected with the Farmers Shipping Ass'n.—Atlas Elvtr. Co.

Amboy, Minn.—We did not build a new elvtr. as intended as we are operating the house of the Amboy Grain Co. W. O. Johnson is our mgr.—Geo. Secretst, pres.

Eden Valley, Minn.—Ben Garding, former mgr. for the Farmers Elvtr. Co. here, has sold his elvtr. at Roscoe and is reported to have bot the company's house here.

Waldorf, Minn.—The Waldorf Farmers Co. has bot the elvtr. of the Hunting Elvtr. Co. here and I am mgr. I was formerly mgr. for the Farmers Elvtr. Co. at Houston.—R. Wadell.

Cando, Minn.—At the recent annual meeting of the Farmers Co-op. Elvtr. Co. it was decided that the company would add coal and flour to its grain business. Ely Harris, of Agate, was elected mgr.

Huntley, Minn.—We bot the elvtr. of B. R. McCune last July and loaded it to capacity, 15,000 bus., but the load was too heavy. The ground was soft and the house settled over on the tracks. The railroad sent empties to get the grain out and the cars were backed into the elvtr. with a double header. When they tried to move the cars they pulled the end of the building out. We have, however, repaired the building and have it almost in shape for grain again. The loss was about \$10,000.—Farmers Elvtr. Co.

Browns Valley, Minn.—Ellsworth Ironside, while waiting for a load at the elvtr. of the Equity Elvtr. Co., decided to take a ride on the manlift. He was not heavy enuf to balance the weight and shot to the top of the elvtr. with such speed that his head struck a beam and he was thrown from the lift to the floor, a distance of 50 ft. He was picked up unconscious, but aside from severe bruises was apparently unhurt. The palms of both hands were burned and it is thought he must have clung to the rope for a time, which probably accounts for the fact that his fall was broken and he was not killed.

DULUTH LETTER.

Duluth, Minn.—James F. Bell has been admitted to membership in the Board of Trade.

Ernest H. Pfeifer has succeeded W. C. Johnson as sec'y of the Duluth Clearing House Ass'n, Mr. Johnson having resigned to go to Wichita, Kan., where he will engage in business.

Duluth, Minn.—For the first time in a number of years Julius H. Barnes is again on the trading floor of the Board of Trade daily looking after the interests of his firm, the Barnes-Ames Grain Co.

G. P. Harbison, of Winnipeg, has opened an office at this market and will operate as the Harbison Commission Co. He was for many years with the A. D. Thompson Co., of Minneapolis and Duluth, and is well known here.

MINNEAPOLIS LETTER.

H. L. Ayers has applied for membership in the Chamber of Commerce.

The Traffic Club of the Chamber of Commerce will hold its annual meeting Oct. 21.

Northrup, King & Co. and the Hiawatha Grain Co. have been elected to corporate membership in the Chamber of Commerce.

The McCarthy Bros. Co. of this city, has opened a branch office in Sioux Falls, S. D., under the management of J. C. McCarthy.

Billy Dinharn, well known pit man from Duluth, is now connected with the cash grain department of the Benson-Quinn Co. here.

E. E. Miller will represent Salyards Grain Co. on the road. He has just been granted a traveling representative's license by the Chamber of Commerce.

The following memberships in the Chamber of Commerce have been transferred: E. E. Mitchel to Frank H. Wilbur; A. G. Hessburg to Frederick Rahr, and W. G. Husband to Harold C. Fisher.

J. J. Kennedy, member of the Chamber of Commerce, has filed a petition in bankruptcy, listing his assets at \$38,153 and his liabilities at \$50,667. The Clearing House Ass'n is considering claims against his membership in the exchange.

A. G. Hessburg is now a partner in the recently organized Hiawatha Grain Co. He was formerly connected with the Gould Grain Co.

MISSOURI

Hume, Mo.—The Farmers Elvtr. Co. has been incorporated for \$15,000.

Marshfield, Mo.—The Farmers Exchange is now in operation at this point.

Hagers Grove, Mo.—The elvtr. of the Farmers Elvtr. Co. is nearly complete.

Forbes, Mo.—We are now located at St. Joseph, Mo.—U. Stanton, Stanton Grain & Hay Co.

St. Joseph, Mo.—The Geiger Grain Co. has added a hay department to its business. Wm. Awalt is mgr.

Marshfield, Mo.—Farmers have organized a company here with a capital stock of \$20,000 and will build.

Smithton, Mo.—I have recently taken over the management here for the Farmers Elvtr. of Smithton.—W. C. Schtotzhouse.

Everton, Mo.—The Farmers Exchange has been organized here with a capital stock of \$6,000 and will build an elvtr.

Oak Grove, Mo.—The Farmers Elvtr. Co. has bot the elvtr. of J. Keith and it is now in operation under the management of Geo. E. Curry.

Jefferson City, Mo.—The building of an elvtr. at this market by the Farmers Elvtr. Co. is assured according to the promoters of the company.

Trenton, Mo.—Farmers in this township will build an elvtr. if present plans are carried out. The Grundy County Farm Buro will be interested.

Hartville, Mo.—The Hartville Milling Co. has succeeded the Hartville Roller Mills Co., and has overhauled the elvtr., putting it in shape for the new crop.

Springfield, Mo.—The newly organized Board of Trade held a banquet Sept. 25. The topic of discussion for the evening was the building of a public elvtr. here.

Bosworth, Mo.—Frank Cabbell and W. H. Trenchard have bot the 2 elvtrs. of W. H. Perrine & Co., of Chicago, and will operate as Cabbell & Trenchard.

Mexico, Mo.—The elvtr. of the Producers Grain Co. has been completed and will receive grain in a day or so. A new office is being built near the elvtr.

Malden, Mo.—We will operate our new elvtr. by electricity, our new machinery including motors and other up-to-date equipment of standard make.—Matthews & Stubblefield.

Maryville, Mo.—The Farmers Exchange has bot the elvtr., mill and retail business of the Maryville Feed & Milling Co. from Roseberry & Childress, props. The old firm retains the wholesale business only.

Palemon (Norborne p. o.), Mo.—Cecil Wayland, formerly mgr. for W. H. Perrine & Co., Carrollton, is now mgr. for the same company here. The elvtr. at Carrollton was recently sold.

Mound City, Mo.—The Mound City Mill & Elvtr. Co. will increase its capital stock to \$200,000 if present plans materialize. A. A. Berry and his brother, of Clarinda, Ia., are now interested in the company.

St. Joseph, Mo.—The new 250,000-bu. elvtr. of the St. Joseph Public Elvtr. Co. has been completed and is now receiving grain. The elvtr. is 90x60 ft. and 80 ft. high and has 36 bins. It is of course, of reinforced concrete construction.

Carthage, Mo.—The recently incorporated McDaniel Grain & Elvtr. Co. has made application for a permit to operate as a licensed public warehouse, the new 300,000-bu. elvtr. of the McDaniel Milling Co., which is interested in the grain company. This will be the first licensed public warehouse in the state outside of the 3 big cities, St. Louis, St. Joseph and Kansas City. O. W. Bingham, for 20 years with the state inspection dept., will be stationed at the elvtr.

"HAY! SHIP US YOUR GRAIN"

GORDON-WATTS GRAIN CO.

Successors to T. P. Gordon Comm. Co.

ST. JOSEPH

MISSOURI

KANSAS CITY LETTER.

Cupid is busy among the grain dealers here. W. B. Young and Wallace M. Neill each have a new bride.

R. C. Cawthorn is now in charge of the country business for the Ayers Grain Co. at Hutchinson, Kan. He was formerly on the road for the Russell Grain Co. of this market.

The new elvtr. of the Southwestern Milling Co., which will be operated by the recently organized Wyandotte Elvtr. Co., is nearly completed. The elvtr. consists of the working house and 29 tanks with a combined capacity of 1,000,000 bus.

ST. LOUIS LETTER.

The rate of interest on advances for the month of October has been fixed at 7% by the finance com'ite of the Merchants Exchange.

Milton G. Clymer has applied for membership in the Merchants Exchange. Mr. Clymer is corn buyer for the Temtor Corn & Fruit Products Co., which on Oct. 1, took over the plant of the Corn Products Refining Co. at Granite City, Ill.

G. N. McReynolds, for the past 12 years with the Ballard-Messmore Co. at this market, has severed his connection with the firm and is now on the road for Philip H. Schiffelin Co., Chicago, covering northern Illinois and Iowa. His home is in Alton, Ill.

MONTANA

Vida, Mont.—Oscar Bridston is now mgr. for the Equity Co-op. Ass'n here.

Valier, Mont.—H. W. Pond expects to install new machinery in his elvtr. at an early date.

Miles City, Mont.—Mail addressed to Wm. O' Laughlin at this point is returned "unclaimed."

Billings, Mont.—I am now mgr. for the St. John Elvtr. Co. at St. John, Wash.—L. J. McElmoy.

Three Forks, Mont.—The elvtr. of the Three Valleys Co-op. Ass'n has been opened with Chief Anderson in charge.

Harlem, Mont.—The Farmers Elvtr. Co. is installing a new auto truck and wagon scale and a 15-h.p. gasoline engine.

Lewistown, Mont.—McLean Elvtr. Co. incorporated for \$100,000 by M. J. and J. H. McLean, Jr., and John F. Ferry.

Rudyard, Mont.—The St. Anthony & Dakota Elvtr. Co. is building a new 30,000-bu. elvtr. to take the place of the house burned Mar. 4, last.

Dillon, Mont.—The elvtr. and mill of the Beaverhead Elvtr. & Mill Co. is again in operation after a shut down of some weeks duration.

Great Falls, Mont.—We erroneously quoted W. W. Day in our July 25 number when we stated that he was mgr. for the W. C. Mitchell Co. of this city.

Calkins, Mont.—The new elvtr. of the Montana Elvtr. Co. is rapidly nearing completion and will be ready for grain in a week or two. It has a capacity of 80,000 bus.

Choteau, Mont.—A. E. Thayer is my successor as mgr. for the Rocky Mountain Elvtr. Co. here. I am still with the company but have charge of the elvtr. at Collins.—Fred Gewald.

Bozeman, Mont.—We have recently overhauled and remodeled our elvtr. and have installed a 10-ton Fairbanks Dump Scale and a combination wagon and auto dump.—John P. Gary, mgr. Gary Hay & Grain Co.

Lewistown, Mont.—We have no connection with the Grain Growers Elvtr. Co., in fact we have no connections with any company. We will install a new cleaner and a new leg very soon.—G. L. Freedlem, Farmers Elvtr. Co.

Nibbe (Billings p. o.), Mont.—The Midland Elvtr. Co. incorporated for \$100,000 by Thomas M. Kehoe, pres. and mgr. We have an elvtr. now under construction. We are 30 miles from Billings on the Nor. Pacific.—Midland Elvtr. Co.

Lewistown, Mont.—We have not bot an elvtr. in this city as reported and think the report grew out of the fact that we did buy the elvtr. of the Equity Co-op. Ass'n at Square Butte. Chas. Krull is our mgr. there.—Grain Growers Elvtr. Co.

Great Falls, Mont.—Wm. Day, of Minneapolis, Minn., has succeeded H. N. Stockett as sec'y of the Northwestern Grain Dealers Ass'n, Mr. Stockett having resigned to accept the secretaryship of the Pacific Northwest Grain Dealers Ass'n with headquarters at Portland, Ore.

Dooley, Mont.—Chas. G. Johnson is now mgr. for the Equity Elvtr. & Merc. Co.

Carter, Mont.—The Rocky Mountain Elvtr. Co. is moving its elvtr. from its present location to a new site half a mile away, where it will be between the elvtrs. of the Farmers Elvtr. Co. and the Greely-Schmidt Co. Some time ago the R. R. Co. changed its crossings and left the elvtr. in question high and dry with no rail connection and the company decided to move.

Loma, Mont.—John Guthrie, mgr. for the Greely-Schmidt Elvtr. Co. here, was killed Sept. 13, when his car overturned on the road to Fort Benton, where he resided. He worked all day at the elvtr. and when he did not reach his home at the usual time, no alarm was felt as he was sometimes detained here all night. But when he did not appear at the elvtr. in the morning a search was started and he was found under the car. He was still alive, but died without regaining consciousness. It was 15 hours after the accident that he was found.

Swift, Mont.—The State Elvtr. Co. has lost the verdict in the suit brot against it for materials bot by the Globe Construction Co. 3 years ago, for the building of the company's plant. The Globe company has since been dissolved in bankruptcy and to protect the accounts while the elvtr. was under construction 5 firms filed liens against the building. In the suit that followed, the liens were ordered foreclosed in 4 cases and a judgment against the elvtr. company was given the 5th one. The 4 liens total \$834.64 and the judgment is for \$268.10. The elvtr. company tried to disclaim responsibility for the accounts by invoking the statute of limitations but Judge Leslie overruled the point.

NEBRASKA

Cotesfield, Neb.—C. H. Ender is again mgr. for the Farmers Elvtr. Co.

Gibon, Neb.—W. A. Smith has bot the plant of the Gibbon Flour Mill Co.

Franklin, Neb.—The 15,000-bu. elvtr. of N. E. Gailey has been completed.

Chalco, Neb.—John Munster has succeeded Wm. Grell as our agrt.—Duff Grain Co.

Lincoln, Neb.—The W. T. Barstow Grain Co. has increased its capital stock to \$200,000.

Pender, Neb.—The Farmers Union Merc. Co. has increased its capital stock to \$175,000.

Brandon, Neb.—We have just completed a new elvtr. here.—J. W. Velte, J. W. Velte Grain Co., Grant, Neb.

Hallam, Neb.—The Derby Grain Co., of Topeka, Kan., has bot the elvtr. of the Bramstadt Grain Co. here.

Franklin, Neb.—W. A. Chitwood, who recently bot my elvtr., will operate as the Chitwood Grain Co.—O. C. Thomas.

Pawnee City, Neb.—The Farmers Union will build an elvtr. and warehouse at this point as soon as material arrives.

McLean, Neb.—I have bot a Richardson Automatic Scale and will install it in my elvtr. in a few days.—J. F. Schomberg.

Charleston, Neb.—The Farmers Grain & Lumber Co. has bot the elvtr. of the Van Wickle Grain & Lumber Co. here.

Crawford, Neb.—We have just installed a new 750-bu. automatic hopper scale in our elvtr. at a cost of \$700.—Melick & Stephenson.

Dakota City, Neb.—The Farmers Grain & Supply Co. will build a new 50x8 ft. double corn crib this fall. Chas. Fueston is mgr.

Ragan, Neb.—B. H. Blevins has succeeded G. A. Hurley as mgr. for the Farmers Grain & General Shipping Ass'n. Geo. Blevins is ass't mgr.

Lincoln, Neb.—I intend to get back into the grain business in the near future, but am not in business at present.—Lee Hill, formerly at Edgar.

Rogers, Neb.—Anton Severyn has succeeded W. J. Vincent as mgr. for the Wells-Abbott-Neiman Co.—L. C. Gerrits, agrt. T. B. Hord Grain Co.

Giltner, Neb.—The Farmers Elvtr. Co. has bot the elvtr. of the Highland Grain Co. which has discontinued business at this point. We now have 2 elvtrs. here and are installing a feed mill.—P. J. Hohnstein, mgr. Farmers Elvtr. Co.

Belvidere, Neb.—B. C. Willard is mgr. for the Shannon Grain Co. which recently bot the elvtr. of A. G. Burruss—Ralph White, mgr. Farmers Grain Co.

Eustis, Neb.—C. J. Miles does not own an elvtr. as given in the new Nebraska List. He sold it to the Farmers Union Co-op. Ass'n. I am mgr.—Ernest Uhlig.

Fremont, Neb.—New officers of the Nye-Schneider-Fowler Co. are Frank Fowler, pres.; Pane C. Colson, vice-pres., and D. B. Davies, treas. Emil H. Hahn is still sec'y.

Hoskins, Neb.—The report that Fred Podell has succeeded Fred Miller as agrt. for the Farmers Union at this point is untrue. Mr. Podell is mgr. for the Farmers Union at Winside.

Hemingford, Neb.—The new 40,000-bu. tile elvtr. of the Farmers Elvtr. Co. is now complete. It consists of 3 cylindrical bins and is modern thruout. Alex Muirhead is pres. and mgr. of the company.

Schuyler, Neb.—Our elvtr. building is completed, but the machinery has not been installed. However we expect to put the house into operation in 30 days.—Gerald Ehrenberger, pres. Wells-Abbott-Nieman Co.

Emerson, Neb.—J. H. Bonderson has succeeded J. Forristal as mgr. of the Farmers Co-op Co. The elvtr. has been raised and a new concrete pit and driveway put in. A new truck dump and a 20 h.p. motor has been installed.

Pleasant Dale, Neb.—Victor Kinman is not agrt. for the Nebraska-Iowa Grain Co. as given in the Nebraska List. He was agrt. only during the time that I was on leave of absence in California. I am again at work.—John N. Petersen, agrt.

Marquette, Neb.—The Marquette Elvtr. Co. is not and never has been a branch of the Aurora Elvtr. Co. as given in new Nebraska List. We do not own any stock in that company nor does it own any in ours. My name is spelt without the extra "O."—H. C. Orbin, mgr. Marquette Elvtr. Co.

Walther, Neb.—The Farmers Elvtr. Co. has succeeded the Farmers Grain Co. The old company was a co-op. organization but the new one is not. J. Forristal is the new mgr. He was formerly mgr. of the Farmers Co-op. Co. at Emerson. The company has installed a new gasoline engine.

Winnebago, Neb.—The elvtr. of the Farmers Elvtr. & Co-op Ass'n was severely damaged by floods that swept away the office and engine house and practically stripped the elvtr. The house has been repaired and is now in first class condition. The only evidence of the calamity is the big corn crib which has not yet been righted.

Wilcox, Neb.—Arthur Newton has filed a complaint with the Nebraska Railway Commission, alleging that the Farmers Grain Co. at this station accepted 500 bus. of oats from him on sale, as he supposed. Later the company notified him that it had accepted the oats for storage only. As the company has no state warehouse license, as required by law, and therefore could not store the grain for more than 10 days, he has asked an investigation which has been granted.

McCook, Neb.—On Sept. 27, we held our annual "get-together" meeting in the McCook Commercial Club Rooms. A general business session was held during the morning with J. C. Kramer as chairman. The meeting opened with a short address by F. W. Elder. A special chicken dinner was served at 1:00 p. m., and the afternoon spent in amusements. Those attending were F. W. Elder and J. M. Bible, Hastings; R. A. Collier, mgr. Grand Island; J. C. Kramer, mgr., and C. R. Gilmore, Denyer; E. N. Reinert, mgr., Cheyenne; and R. B. Hoagland and G. T. Livingston, McCook.—Fred W. Elder Grain Co., Hastings.

Omaha, Neb.—Walter Fowler has been appointed ass't chief grain inspector to Geo. B. Powell, chief inspector at this market. He will also be ass't weighmaster. C. A. Russell has succeeded C. L. Sommers as scale inspector for the Grain Exchange. Mr. Sommers recently resigning. H. H. Baum will be his assistant. Theo. Milligan will be known in future as chief clerk in the grain inspection office where he has been employed for some time. He is also a licensed inspector. W. E. Galvin will have charge of all the records of the departments of inspection and weighing. Mr. Fowler was formerly grain supervisor of the Bureau of Markets in the 19th zone.

The GRAIN DEALERS JOURNAL.

Omaha, Neb.—We will not operate an elvtr. here but will conduct a general cash grain business. Will also carry the private wire service of Thomson & McKinnon, Chicago, Ill. I am in charge.—J. R. Schmitt, of Dilts & Morgan, Inc.

NEW ENGLAND

Boston, Mass.—Fred L. Cressey is out of business for the present.

Worcester, Mass.—The E. A. Cowee Co. will build a new brick warehouse.

Newburyport, Mass.—We are contemplating the building of a new storage warehouse here.—Knight Grain Co.

Boston, Mass.—R. C. Taft, who recently left the grain business for the more interesting game of auto truck selling as he thought, has come back to his first love and is again selling oats.

NEW YORK

New York City, N. Y.—Dr. J. W. T. Duvel, with the U. S. Grain Corporation until recently, has accepted a position in the cash grain dept. of Hallet & Carey Co., Winnipeg. His host of friends in the grain trade wish him every success in his new field of labor.

BUFFALO LETTER.

The Sunset Feed & Grain Co. has been admitted to membership in the Corn Exchange.

Sec'y Fred E. Pond of the Corn Exchange was stricken with an acute attack of appendicitis, in his office, Sept. 25. He was rushed to the hospital and an operation immediately performed. He is reported to be recovering slowly but satisfactorily.

The Searle Grain Corporation has been organized by E. R. W. Searle, M. Betlef and M. A. Kraft, to succeed the business formerly operated by R. W. Searle, who died last July. The company will occupy the old offices in the Chamber of Commerce Building.

Chas. Diebold, Jr., heads a local syndicate that has bot the assets of Geo. E. Pierce, who was recently thrown into bankruptcy, for \$150,000, including \$37,000 in mortgages. The assets were taken over in the name of the Buffalo Trust Co. and include the farm on Grand Island and the Pierce home in this city. The Evans Elvtr. was exempted and is now operated by Mr. Pierce. It is said that the creditors will realize about 20c on the dollar.

NORTH DAKOTA

Hebron, N. D.—B. H. Knese is now mgr. of a local elvtr.

Glenburn, N. D.—The elvtr. of Dayton & Carroll was recently struck by lightning.

Fessenden, N. D.—The Independent Elvtr. Co. has been organized with a capital stock of \$15,000.

Hettinger, N. D.—I have succeeded T. F. Batterburg as mgr. for the Columbia Elvtr. Co.—H. O. Kern.

Westby, N. D.—The Farmers Elvtr. Co. has installed a new rope drive and thoroly re-paired its elvtr.

Hamar, N. D.—The new elvtr. of the Farmers Elvtr. Co. has been completed and the house is now in operation.

Oriska, N. D.—James Gallagher is now mgr. for the Farmers Elvtr. Co. which has just opened its house for the season.

Rock Lake, N. D.—The elvtr. of the Farmers Elvtr. Co., containing 11,000 bus. of grain, burned recently with a heavy loss.

Norma, N. D.—We are organizing the Farmers Co-op. Elvtr. Co. to take over our business and plant.—Farmers Elvtr. Co.

Donnybrook, N. D.—Alfred Swanson has opened the elvtr. of the Woodworth Elvtr. Co. which has been closed for a number of years.

Mowbray, N. D.—A. M. Menzel, formerly agt. for the Farmers Elvtr. Co. at Guckeen, Minn., is now mgr. for the Donovan Elvtr. Co. here.

Killdeer, N. D.—I was formerly agt. for the Farmers Elvtr. Co. here but am at present mgr. for R. S. Davidson at Werner.—L. O. McCarthy.

Webster, N. D.—Martin Larson has succeeded B. F. Hall as mgr. for the Webster County Elvtr. Co. Mr. Larson was formerly sec'y of the company.

Gwinner, N. D.—C. A. Skogman is not with us any more. We are planning to build a new coal elvtr. in the spring.—N. Hennen, mgr. Farmers Elvtr. Co.

Mott, N. D.—Wm. Gross has resigned as elvtr. mgr. for the Equity Milling & Power Co. which operates the St. Stewart Mill. He has accepted a management at Casson.

Havelock, N. D.—Jesse Bean, of Aberdeen, S. D., has succeeded Wm. Voelz as mgr. for the Equity Exchange here. I am mgr. for the Empire Elvtr. Co.—Cecil E. Danielson.

Mandan, N. D.—The Slope Grain & Feed Co. has been incorporated by J. Svihovec, Jas. Wohkettle and Mike Kis and has taken over the elvtr. of the Haight Lumber & Machinery Co.

Venlo, (Anselm p. o.), N. D.—The Farmers Elvtr. Co. has let contract for the wrecking of the elvtr. at Golva (Woodworth p. o.) and the moving of it to this station where it will be reconstructed.

Josephine, N. D.—We are not rebuilding the elvtr., as reported. We have only let contract for cement construction of basement under dwelling and store.—E. L. Evans, mgr. Farmers Grain & Feed Co.

Werner, N. D.—I am mgr. for R. S. Davidson, of Killdeer, at this station, where we are operating the elvtr. he recently bot from the Farmers Elvtr. Co. formerly owned by J. Olson, of Minot. I was mgr. for the Farmers Elvtr. Co. at Killdeer for 3 years.—L. O. McCarthy.

OHIO

Bainbridge, O.—Worley Bros. Co. has increased its capital stock to \$75,000.

Columbus, O.—The fall meeting of the Ohio Millers Ass'n will be held in this city Nov. 10 and 11.

Waynesburg, O.—I have leased my elvtr. at this station to the A. R. Elson Co. of Magnolia.—J. H. Ross.

Fremont, O.—We will have our new Randolph Drier in operation in about 2 weeks.—People's Elvtr. & Supply Co.

Tontogany, O.—I am mgr. for the Farmers Co-op. Co., which has succeeded J. S. Phillips at this market.—J. R. Watts.

Circleville, O.—I am now located in the Security Bldg., Oklahoma City, Okla.—J. Edgar Strader, formerly mgr. for the Circleville Milling Co., Circleville, O.

New Weston, O.—H. O. Billheimer is mgr. for the Farmers Central Grain Co., which bot our elvtr. last June.—Philip Fortman, formerly mgr. for the New Weston Grain Co.

Cincinnati, O.—The plant of Perin Bros., who recently filed a petition in bankruptcy because of internal disagreement in the firm, will be sold at public auction, Oct. 23, by Monroe Izor, receiver.

West Alexandria, O.—I have sold my elvtr. to the West Alexandria Co-op. Equity Co. and am out of the grain business at present, the new company taking charge Sept. 29.—Chas. A. Rinck. (The plant will be overhauled and enlarged.)

New Paris, O.—The formal opening of the new elvtr. of the Farmers Equity Exchange was celebrated recently and the company kept open house all day for the inspection of the building by the public. The house is equipped throughout with the latest machinery and is up-to-date in every detail. It is now in operation.

Harrison, O.—We are the only grain dealers in this town. We have a flour mill with a grain storage capacity of 10,000 bus. but we have no elvtr. facilities. We expect to have them however in a very short time as we have contracted for a sidetrack and when it is completed we will be able to load cars direct from bins.—M. Kiewit, prop., Union Roller Mills.

Toledo, O.—The following change has been made in Rule 28, on commissions by the Produce Exchange: For future delivery of 5,000 bus. lots or more, not less than $\frac{1}{4}$ c per bu., except for members of the exchange, when charge may be $\frac{1}{2}$ c of the above rates. This does not apply to seeds. For futures in less than 5,000 bus. lots, $\frac{3}{4}$ c per bu. The change was effective Sept. 11.

Ridgerton (R. D. 2, Bucyrus), O.—The Sneath-Cunningham Co. has no elvtr. here at present as I sold my house, which was formerly controlled by that company, to the recently organized Bucyrus Equity Co. I have remained as mgr. for the company, which has headquarters at Bucyrus. We will install a Monitor Receiving Separator, which I bot before the elvtr. was sold, as soon as it arrives.—Elmer Schaal, mgr.

Cincinnati, O.—Sam. Reeves, the well known traffic mgr. for the Hay & Grain Exchange, has resigned. On Oct. 1 he became mgr. of the office of the New York Freight Forwarding Co. in this city.

OKLAHOMA

Waukomis, Okla.—Fred Atherton is now mgr. for the Farmers Co-op. Elvtr. Co.

Grove, Okla.—C. W. Foley has bot the elvtr. and mill of C. H. Ross for \$17,000.—H.

Cordell, Okla.—A. J. Orr has succeeded C. C. Baker as mgr. for the Cordell Milling Co.

Miami, Okla.—The Ottawa County Co-op. Farmers Buro will buy an elvtr. at this station.

Capron, Okla.—The Co-op. Elvtr. Co. has been organized here with a capital stock of \$20,000.

Verden, Okla.—Farmers Co-op. Grain & Cotton Co. incorporated for \$50,000 by P. S. Kern, R. D. Taylor and J. L. Smith.

Medford, Okla.—Falkenberg & Co. incorporated for \$25,000 by J. E. Falkenberg, C. W. Webster and P. N. Falkenberg.

Oklahoma City, Okla.—We have closed our grain office in Memphis and will do all business in future from this office.—Marshall Grain Co.

Tonkawa, Okla.—Our new house has been completed and we are now operating it. We are also tearing down the old house.—Cassity Grain Co.

Haskell, Okla.—Our former mgr., A. D. Breedon, died recently after a lingering illness. I am the new mgr.—W. W. Hancock, mgr. Haskell Mill & Elvtr. Co.

Hydro, Okla.—The El Reno Mill & Elvtr. Co. is adding storage to its elvtr. here. The new addition has a capacity of 16,000 bus. Extensive repairs are being made on the elvtr. also.

Enid, Okla.—J. W. Murphy, auditor of the Oklahoma Farmers Grain Dealers Ass'n has succeeded E. W. McKibben, who recently resigned, as sec'y of the ass'n. He will also remain auditor.

Purcell, Okla.—We have installed car loader, cleaner and grist mill in our elvtr. The Robertson Archer Grain Co. has installed a Bowsher Feed Mill and has changed from gasoline to electric power.—Gibbons Elvtr. Co.

Burt, (Frederick p. o.), Okla.—We have just completed a 22,000-bu. modern elvtr. here, equipped with new scales and all up-to-date machinery.—E. O. Billingslea Grain Co., Frederick.

Granite, Okla.—The Farmers Co-op. Elvtr. Co. has let contract for a 25,000-bu. elvtr. to replace the house burned last month. It will be equipped with the latest machinery and work will begin as soon as materials arrive.

Jet, Okla.—The elvtr. of the Choctaw Grain Co., containing 45,000 bus. of wheat, burned at 9:30 p. m., Sept. 15. The loss is placed at \$20,000, but is covered by insurance. It is thought that some of the grain can be salvaged. The blaze is said to have started in the engine room where the mgr., Dave Pitzer, had worked late to load a car for early morning shipment. A short circuit probably started the fire.

OREGON

Portland, Ore.—H. N. Stockett, formerly sec'y of the Northwestern Grain Dealers Ass'n, with headquarters at Great Falls, Mont., is now sec'y of the Pacific Northwest Grain Dealers Ass'n with offices here.

Yamhill, Ore.—We contemplate the enlarging of our present storage warehouse and will add the old D. P. Trullinger Mill, at present located on the river west of town to our plant at the station.—E. O. Zimmerman, mgr. Zimmerman Bros.

PENNSYLVANIA

Philadelphia, Pa.—Chas. P. Rini, formerly with the Armour Grain Co., and Wm. T. Parker have formed a partnership and will operate a grain commission business as the Parker Commission Co.

Philadelphia, Pa.—John C. Wilson, a member of the Commercial Exchange for 38 years, has retired, turning the business over to his 2 sons, R. Cecil, who served overseas, and J. Bailey Wilson. The sons will continue the business under the old name, which has been used for the last 47 years.

Corry, Pa.—The Hammond Elvtr. Co. will be incorporated by Frank W. Parsons, and Worth and Wallace Hammond. The new company has taken over the plant of Miller & Parsons and will make many improvements.

SOUTHEAST

Montgomery, Ala.—The Capital Grain & Feed Co. will install grain elvtrs. in its plant at an early date.

Wrightsville, Ga.—We are not thinking of building an elvtr. this year, but may possibly do so next season.—R. L. Stephens, mgr. Wrightsville Grain Co.

Norfolk, Va.—Thomson & McKinnon, of Chicago, Ill., have opened an office at this market and will handle their business here and at Newport News from the new branch.

SOUTH DAKOTA

Yankton, S. D.—The Excelsior Milling Co. reopened its plant at this market.

Renner, S. D.—B. G. Berg, of Baltic, is now mgr. for the Farmers Elvtr. Co. here.

Menns, S. D.—The new elvtr. of the South Dakota Grain Co. has been completed.

Wauhaw, S. D.—I am agt. for the Geo. C. Bagley Elvtr. Co. here.—Theo. Terhurne.

Roscoe, S. D.—Louis Ceilky has succeeded T. G. Johnson as mgr. for the Farmers Elvtr. Co.

Acaska, S. D.—The Farmers Elvtr. Co. has been organized here with a capital stock of \$20,000.

Fairview, S. D.—The Farmers Elvtr. Co. has remodeled its elvtr. and enlarged its office. A new dump and scale have been installed.

Melham, S. D.—The elvtr. of the Dakota Farmers Elvtr. Co., containing 30,000 bus. of grain, burned Sept. 22, with a loss of \$50,000.

Wasta, S. D.—The recently incorporated Elm Springs Wasta Elvtr. Co. has bot the elvtr. of G. W. Van Dusen & Co.—Lars J. Nesheim, mgr.

Hudson, S. D.—The Hunting Elvtr. Co. has installed a new Globe Dump and a 7-h.p. auxiliary engine which is used mostly for the air pump.

Egan, S. D.—The Farmers Grain & Fuel Co. filed a voluntary petition in bankruptcy. Assets are placed at \$19,701.47 and liabilities at \$25,558.31.

Bonesteel, S. D.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of Ed. S. Donahue & Co. and will operate it with M. Biggins as mgr.

Sioux Falls, S. D.—The McCarthy Bros. Co. of Minneapolis, Minn., has recently opened a branch office in this city under the management of J. C. McCarthy.

South Shore, S. D.—The recently incorporated Farmers Grain & Fuel Co. will buy an elvtr. and operate it. This makes 2 farmers companies at this point.

Hudson, S. D.—The Traders Grain Co. will remodel its elvtr. and make several changes. A Globe Dump will be installed and a new office built. The driveway will also receive attention.

Mission Hill, S. D.—The Farmers Union Co. op Ass'n has completed its new 35,000-bu. frame, iron clad elvtr. which is equipped with electricity and all modern conveniences. The latest type of machinery has been installed.

Hudson, S. D.—Marshall & Co. have installed a new truck dump and scale. The elvtr. is operated by electricity, but as the current is intermittent and not very strong, it cannot be depended upon and a 5-h.p. engine does most of the work.

Amherst, S. D.—The elvtrs. of N. J. Baker and the Farmers Elvtr. Co. were greatly endangered when the elvtr. of the St. Anthony & Dakota Elvtr. Co. burned recently. The Baker Elvtr. caught several times but energetic efforts saved it. The burned elvtr. is a total loss, all the books, records and grain being destroyed.

TENNESSEE

Memphis, Tenn.—We have closed our grain office at this market and in future all business will be transacted from our Oklahoma City, Okla., office.—Marshall Grain Co.

TEXAS

Stratford, Tex.—The Equity Exchange will erect an elvtr. in this city.

Foard City, Tex.—E. V. Halbert is now mgr. of the Foard City Elvtr.

Abernathy, Tex.—I am now mgr. for the Farmers Coal & Grain Co.—T. E. Arnold.

Anson, Tex.—The Hamlin Mill & Elvtr. Co. has sold its plant to the Clyburn Grain Co.

Pharr, Tex.—The elvtr. of the Pharr Equity Elvtr. Co. is being remodeled for the handling of corn.

Texline, Tex.—We are building a mill and elvtr. here. I am mgr.—S. O. Pennick, Texline Mill & Grain Co.

Amarillo, Tex.—The Taylor Grain Co., of Liberal, Kan., has opened an office at this point with Willis B. Bradshaw in charge.

Sour Lake, Tex.—R. M. Campbell, of Hull, has bot the interest of R. M. Wharton in the Sour Lake Grain Co. and will be mgr.

Crowell, Tex.—J. R. Allee has charge of our elvtrs. at this point and at Foard City.—L. E. Cearley, T. L. Hughston Grain Co., Quanah.

Texas City, Tex.—The Export Elvtr. Co., of Buffalo, N. Y., has applied for a charter to do business in Texas with headquarters at this city.

Sherman, Tex.—H. M. Thompson and myself are the members of the Thompson Wilson Co., which recently bot an elvtr. at Happy.—Sidney Wilson.

San Antonio, Tex.—We have installed another corn sheller in our plant here and now have two in operation, running day and night.—Blue Star Elvtr. Co.

Plainview, Tex.—A 250,000-bu. elvtr. will be built by the farmers elvtr. company now being organized at this point. The capital stock of the new company will be \$100,000.

Happy, Tex.—P. J. Neff has let contract to the White Star Co. for a 40,000-bu. elvtr. to be equipped with up-to-date machinery. Work has been started.—J. O. Bradenbaugh.

Center Point, Tex.—We still own the elvtr. here but it has changed managers and is now being operated as the Guadalupe Valley Grain Co.—Blue Star Elvtr. Co., San Antonio.

Wildorado, Tex.—J. H. Woodward, mgr. for the Wildorado Elvtr. Co., has bot the interest of Eugene S. Blaisdel in the company and now controls the elvtr. and will operate it himself.

Kerrville, Tex.—There are no elvtrs. at this station except at the mill and that is used for storage purposes by the Kerrville Roller Mills. We are in the grain business but have no elvtr.—Rumly & Palmer.

Spearman, Tex.—The Cozart Grain Co. is repairing its elvtr. We have completed our new elvtr., which is equipped with the best of machinery. It has 14,000 bus. capacity. J. C. Livingston is mgr.—Frobst Grain Co.

Gonzales, Tex.—Our new elvtr. will have a capacity of 25,000 bus. and will be equipped with a corn sheller, grist mill, bailer and feed mill. It will have a shelling capacity of 400 bus. an hour.—F. E. Schuler, mgr. Schuler Grain & Elvtr. Co.

Sherman, Tex.—We are successors to the Allen G. Smith Brokerage Co. and are now buying and selling grain on our own account rather than handling the business on a strictly brokerage basis as we did last year.—Allen G. Smith, Smith-Blanton Grain Co.

Sherman, Tex.—The Gladney Milling Co. has about completed its new concrete plant and expects to have it in operation in 60 days at least. The new plant has a capacity of 1,500 bbls. of flour and 500 bbls. of meal and gives them a total capacity of 2,000 bbls.—Allen G. Smith, Smith-Blanton Grain Co.

Austin, Tex.—The net weight container law which provides that the net weight must be marked on the outside of bags of grain is held by the assistant attorney-general, Maxwell, not to require such marking on oats sold in bulk and handled in sacks for convenience only. Grain sold by the bag or package must be marked.

Hereford, Tex.—We are building a 60,000-bu. elvtr. which with our old house will give us a capacity of 85,000 bus. Our new plant is a complete unit placed beside the old one. The driveways are side by side enabling us to unload with dispatch. Both houses are studded. The White Star Co. built the old one and is building the new house.—E. W. Harrison.

UTAH

Ogden, Utah.—Geo. B. Flack, mgr. for the Sperry Flour Mills Co. here, has been appointed general mgr. of the grain division for the intermountain region for the company. Jos. M. Parker, division mgr. for the company at San Jose, will succeed him on Nov. 1.

Monticello, Utah.—We are contemplating the installation of an up-to-date mill with a capacity of 100 bbls. and also the erection of a 50,000-bu. elvtr. We also plan to build an elvtr. at the nearest railroad point and to maintain a truck line between the points of manufacture and shipment. Most of the stockholders are from 15 to 70 miles from the nearest railroad.—Capt. J. W. Hanson, pres. and mgr. Farmers Milling, Packing & Elevating Co.

Kaysville, Utah.—The frame mill building of the Kaysville Milling Co. burned at 2 p. m., Oct. 1, with a loss of \$75,000, the insurance amounting to \$40,000. The fire broke out at the top of the building and is believed to have been due to a dust explosion. The flames spread so rapidly that nothing could be done to save the building. New machinery had just been installed and most of it is a total loss. About 150 bus. of grain was also burned but the 6 large steel storage tanks, containing 20,000 bus. of wheat, were not affected by the fire. The warehouses beyond the elvtrs. were also saved tho they were endangered a number of times by sparks. The mill will be rebuilt at once and operations resumed as soon as possible.

Logan, Utah.—The Sperry Flour Co. has brot suit against Geo. W. Moench of this city, for \$7,062.55 alleged damages to the company for the non-delivery of wheat on contract. On one count it is alleged that Moench only delivered 3,917 bus. of wheat on a contract calling for 20,000 bus. for which damages amounting to \$3,850 are asked. On another count the allegation is made that another contract was made, and that between Oct. 16 and Dec. 3, 1919, the defendant falsely represented he had shipped 54,673 bus. when in fact 52,831 bus. was all that was shipped. The plaintiff claims that a payment of \$121,281 had been made for the wheat and that there is a refund due it of \$3,142.13. The plaintiff also asks \$70.42 for demurrage charges.

WASHINGTON

Rocklyn, Wash.—Martin Depner has succeeded Frank La Fayette as mgr. for the Seattle Grain Co. here.

St. John, Wash.—I am now mgr. for the St. John Elvtr. Co. here.—L. J. McElmoy, formerly at Billings, Mont.

Mt. Vernon, Wash.—The Fisher Flouring Mills Co. will build another story to its rolled oats plant and install new machinery.

Ritzville, Wash.—The Ritzville Flouring Mills has installed a new sprinkler system to protect the two 50,000-bu. steel storage wheat tanks and contents, in case of fire.

Spokane, Wash.—J. W. Raymond has opened an office in the Paulsen Bldg. and will operate on his own account. He was formerly connected with the Milwaukee Grain Elvtr. Co. but has disposed of his interests in that firm.

Colfax, Wash.—The Roberts Grain Co., recently organized by M. C. Roberts and his son, Clive, have leased the warehouses of the Miller Grain Co. in Whitman county which have been operated as the Colfax Milling Co., and will operate them. The houses leased are located at Colfax, Manning, Blackwell, Steptoe, Cashup and Thornton. The main office of the company is in the Knights of Pythias Bldg. in this city.

WISCONSIN

Algona, Wis.—The Algona Co-op Co. will endeavor to rent storage space for grain and install a feed mill.

Sawyer, Wis.—Philip Dehos will be mgr. of the flour and feed warehouse of Teweles & Brandeis at this point.

Watertown, Wis.—Our elvtr. which was recently burned was built over 60 years ago and was without power or cleaning machinery. In fact it had not been used for grain since 1910. The actual sale value is covered by insurance, altho it could not be rebuilt now for this amount. Nothing has been decided as yet in regard to replacing the building.—M. C. Emmerling, mgr. American Malt & Grain Co.

MILWAUKEE LETTER.

The Milwaukee Malting & Grain Co. has increased its capital stock from \$120,000 to \$250,000.

The interest rate on advances under the rules of the Chamber of Commerce, for the month of October is 8% per annum.

Geo. J. Cahill, for the past 4 years with the Updike Grain Co., is now connected with the grain buying department of the Ladish Milling Co.

The Chicago office of the American Malt & Grain Co. will be consolidated with the office in this city which will be made the headquarters.

During the past month the following were elected to membership in the Chamber of Commerce: Cyril D. Kieber of the Cargill Grain Co., H. E. Peterson of L. Bartlett & Son Co. and Wm. C. Jakes of the Froedtert Malting Co. The following memberships were transferred: A. H. Cherry, Peter Peterson, deceased, and S. W. Tallmadge.

Geo. B. Marble, well known grain solicitor, is now permanently located with the Johnson-Templeton Co. of this city. Mr. Templeton and Mr. Marble were boys together and pals in the grain trade 20 years ago when both of them traveled for the Armour Grain Co. Mr. Marble has been traveling for the Taylor & Bourne Co. of this city.

J. M. Riebs, Jr., has announced the incorporation of the Riebs Co. as succeeding J. M. Riebs, Jr., the new organization taking over all existing contracts and obligations of its predecessor and continuing business as grain shippers and malt manufacturers under the same management. The officers of the new company are: J. M. Riebs, Jr., pres. and treas.; Arthur J. Riebs, vice-pres.; F. C. Schowalter, sec'y.

The Chamber of Commerce has secured the services of J. L. Bowlus as mgr. of its Transportation Department, succeeding Geo. A. Schroeder, resigned. Mr. Bowlus comes to Milwaukee particularly well equipped to take up the work of transportation representative. His experience has been wide, he having begun his career in the transportation world in 1901, holding clerical positions in the local and division freight offices of the Wabash Railway in Springfield, Ill. In 1914 he accepted the position of transportation rate expert for the Illinois Public Utilities Commission at Springfield, which position he left to assume his duties with this Chamber.

WYOMING

Greybull, Wyo.—The Consolidated Elvtr. & Milling Co. has let contract for a new elvtr.

Cost of Growing Corn.

Henry A. Rumsey of Chicago feels that corn is worth more than a dollar a bushel on cost basis alone, altho he admits that the price of anything is what it can be sold for; in other words, farm products more than anything else are sold for what they will bring rather than on a basis of cost.

Mr. Rumsey suggests the following as a fair statement of the average cost of producing an acre of corn: plowing, \$4; cultivating, \$6; preparation, seeding and planting, \$1.50; taxes, \$1.50; husking, \$3; shelling and hauling, \$3; interest, \$18; total, \$37. Using the government's figures of 33 bu. to the acre the cost of production per bushel is \$1.13.

Kansas Industrial Court Investigates Tipping for Cars.

An investigation of the alleged tipping for grain cars in Kansas has been ordered by Clyde M. Reed, head of the Kansas Industrial Court.

The court has received reports that the usual tip for a car suitable for grain loading is \$5.

It is alleged that the evidence has been secured by the court from the men who paid the tips to get the cars. It is said that one of the leading Kansas grain men told the court that he had been able to ship out all his wheat while that of his neighbors was still on hand because he paid for cars at the rate of \$5 apiece.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 86130 was leaking corn at the side when passing thru Nevada, Ia., on the morning of Oct. 1.—Frazier & Sons.

G. N. 20902 passed thru Osnabrock, N. D., on Sept. 30 leaking badly at drawbar. Car was fixed by brakeman while here.—Smith & Rasmussen by M. J. Rasmussen.

N. P. 72424 was being hauled by the M. B. & S. R. R. on Sept. 29 thru Grandview, Ia. Car was leaking wheat badly at both ends. I did not have time to fix it up very well. I also notified the trainmen.—W. T. Lewis, mgr., Farmers Exchange Co.

C. R. I. & P. 49281 passed thru Waco, Tex., on Sept. 27 leaking wheat. Car was on a southbound Katy freight.—Early Grain Co.

C. R. I. & P. 45477 passed thru Waco, Tex., on Sept. 27 leaking. Car was on a southbound Katy freight.—Early Grain & Seed Co.

L. & T. 100909 passed thru Waco, Tex., on Sept. 27 leaking wheat. Car was on a southbound Katy freight.—Early Grain Co.

— 22767 passed thru Waco, Tex., on Sept. 27 leaking wheat. Car was on a southbound Katy freight.—Early Grain Co.

C. B. & Q. 22109 passed thru Waco, Tex., on Sept. 27 leaking wheat. Car was on a southbound Katy freight.—Early Grain Co.

Maine Central 5305 leaking corn at Nevada, Ia., on Sept. 27 was repaired by the trainmen.—Frazier & Sons.

C. R. I. & P. 150215 passed thru Lubbock, Tex., on Sept. 25 leaking maize.—Lubbock Grain & Coal Co.

N. P. 48569 passed thru Lubbock, Tex., on Sept. 25 leaking wheat.—Lubbock Grain & Coal Co.

Atlantic Coast Line 30851 leaking corn was repaired on the siding at Nevada, Ia., on Sept. 24.—Frazier & Sons.

M. C. 90891 passed thru Sentinel, Okla., on Sept. 15 leaking grain at the door.—W. E. Titus.

H. & T. C. 38481 passed thru Sentinel, Okla., on Sept. 15 leaking wheat at the end of car.—W. E. Titus.

N. H. 87899 was set off at Sergeant Bluffs, Ia., on Aug. 13 leaking oats at the side.—Sergeant Bluffs Farmers Elevator Co.

M. & O. 18137 was leaking white corn at drawbar when going north on Wabash thru Symerton, Ill., Sept. 23.—Symerton Grain Co.

C. & S. 14040 passed thru Aberdeen, S. D., leaking wheat at the door on Sept. 22. Train was just pulling out for Minneapolis or the east. We notified the train dispatcher here at once by telephone.—C. W. Freeman, pres. Freeman-Bain Co.

P. 24322 passed thru Symerton, Ill. in a Wabash train on Sept. 18 leaking wheat.—Symerton Grain Co.

N. Y. C. & St. L. 26546 and 99555 were leaking wheat when they passed thru Grand Junction, Ia., on Sept. 17. They were on a thru eastbound train and both carried Updike Grain Co. tags.—Delbert Cramer, prop. Junction Grain Co.

P. 67214 passed thru Grand Junction, Ia., Sept. 17 leaking wheat. Car was on a thru eastbound train and carried an Updike Grain Co. tag.—Delbert Cramer, prop. Junction Grain Co.

C. M. & St. P. 82394 passed thru Grand Junction, Ia. on Sept. 17 leaking wheat. Car was on a thru eastbound train and carried an Updike Grain Co. tag.—Delbert Cramer, prop. Junction Grain Co.

40278 passed thru Waco, Tex. on Sept. 16 leaking wheat badly. Car was on an M. K. & T. train and was being pulled south by engine

864 Train was going so fast that I could not catch the car initials.—Early Grain & Seed Co.

C. R. I. & P. 43002 passed thru Waco, Tex. on Sept. 16 leaking wheat badly. Train was on the M. K. & T. and was being pulled south by engine 864.—Early Grain & Seed Co.

— 54526 passed thru Waco, Tex., on Sept. 16 leaking wheat badly. Car was on an M. K. & T. train and was being pulled south by engine 864. Train was going so fast that I could not catch the car initials.—Early Grain & Seed Co.

C. R. I. & P. 4724 passed thru Waco, Tex. on Sept. 16 leaking wheat badly. Train was on the M. K. & T. and was being pulled south by engine 864.—Early Grain & Seed Co.

N. Y. C. 240828 was pulling out Lyonsville, Ind. on Sept. 15 leaking corn at side over truck. Was unable to notify conductor.—C. O. Wise, pres. and gen. mgr. Fayette Grain Co., Connorsville, Ind.

G. N. 210927 was in a south bound C. B. & Q. train passing thru Cushing, Neb. on Sept. 10. Car was leaking wheat badly. The train crew made repairs without setting the car out. Reported by our agent M. W. Oakeson. Write him for affidavit.—T. B. King, treas. T. B. Hord Grain Co.

I. C. 24589 was in the yards at Dinsdale, Ia., on Sept. 9 leaking yellow corn at the side of car which was badly bulged. There might have been 30 to 40 bus. of the corn scattered around the yard.—James H. Barrett, Cedar Rapids, Ia.

M. P. 28989 passed thru Lubbock, Tex. on Sept. 8 leaking wheat thru floor. Did not have opportunity to repair because train was moving.—Lubbock Grain & Coal Co.

A. T. & S. F. 28505 passed thru Lubbock, Tex. on Sept. 3 leaking wheat from a patched place in the side near the door.—Lubbock Grain & Coal Co.

A. T. & S. F. 31392 passed thru Lubbock, Tex. on Aug. 27, leaking wheat around the grain doors.—Lubbock Grain & Coal Co.

All Going to the Grain Dealers Nat'l Meeting.

The attendance at the Annual Meeting of the Grain Dealers National Association promises to surpass all records. From the south grain dealers will have special accommodations to Kansas City. There, their numbers will be increased by dealers from that territory and they all will leave that city at 1:35 p. m. Saturday

The St. Louis receivers will travel over the C. & A. and leave Chicago Sunday night over the Milwaukee.

The Chicago Board of Trade members will depart on a special train on the C. & N. W.

The shippers of Ohio, Indiana, Michigan, Tennessee, Kentucky, and Illinois will take the Daylight Special over the C. B. & Q. leaving Chicago Sunday morning, and traveling along the shores of the picturesque Mississippi will reach Minneapolis Sunday evening.

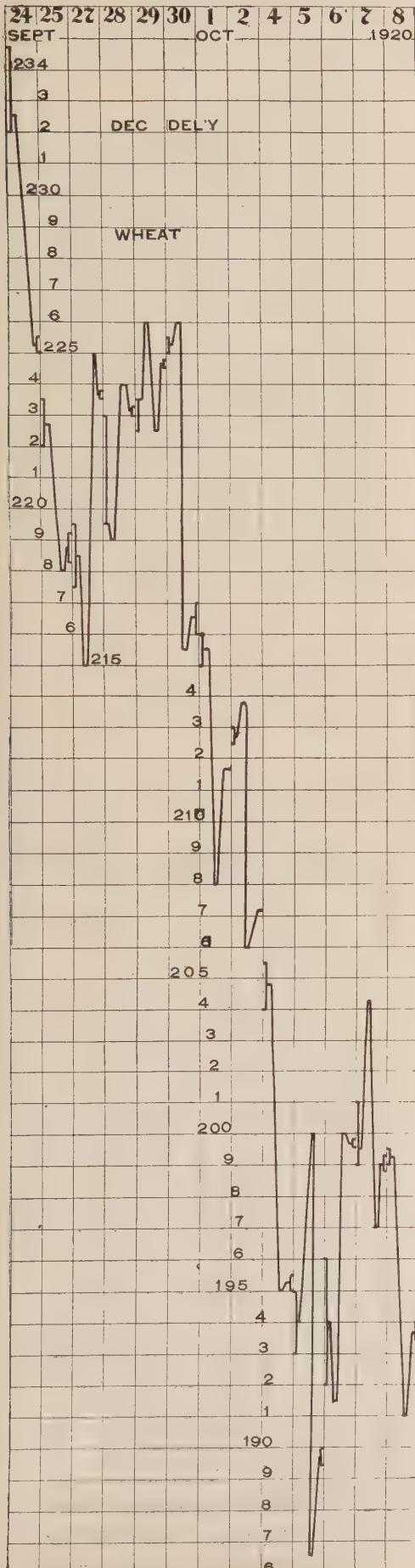
Taxpayer Never Thru.

As it now stands a taxpayer is never through. He files his returns and pays his tax. At any time or at any number of times some agent reports on him and an additional sum can be assessed. There is no finality. Field agents inspect him and reinspect him. Most of them arrive at different conclusions on the same facts. In many cases they consume the time and energies of taxpayers and their employees for weeks or months without any benefit to anybody.

In other cases they apply some new Treasury ruling or some recent court opinion to the already known affairs of years ago and reach a money result totally different from their own former conclusions. In such case the taxpayer is invited to pay again. In some cases this amounts to thousands of dollars. I know of many such cases pending now involving in the aggregate millions of dollars—some of them for taxes which, if due at all, were due in 1916 or before.—Geo. T. Buckingham.

Wheat for December Delivery.

Opening, high, low and close on wheat for the December delivery at Chicago for two weeks past are given on the chart herewith.



Summary of Traffic Movement.

A summary of the movement of traffic on the various grain carrying railways operating out of Chicago and St. Louis for the week ending Oct. 8 indicates a marked decline in the movement of most all commodities on the majority of the roads. Details of the movement follow:

C. B. & Q.—Total traffic was 12% below traffic during the corresponding week in 1919. Grain movement showed a 7% decrease. Traffic moved in the 9 months ending Sept. 30 was larger than any corresponding period in the history of the road.

C. & N. W.—Volume of traffic was approximately 19% less than a year ago. Uncertainties as to the future course of commodity prices is given as the cause of this decrease. Grain shipments fell off 12%.

C. M. & St. P.—Traffic movement during the month ending Sept. 30 were 8% less than the corresponding period in 1919. Deliveries of grain showed a 3% decrease.

A. T. & S. F.—Cars loaded in the week ending Oct. 8 were 1% over the loadings in the corresponding period in 1919. Grain deliveries increased 16%.

Illinois Central.—Loadings were lighter last week altho total business was approximately 7% over the corresponding week in 1919. There was a large depreciation in the movement of miscellaneous freight and general merchandise. Shipments of grain from the west and southwest were of fair proportions. Indications point to an increase in grain movement later on.

W. L. Barnes, executive mgr., Car Service Division, American Railway Executives in his report of the condition of the carriers on Sept. 29 says: Box car requirements continue heavy at all points, especially in the west. Grain loading is below last year, and the demand for cars for immediate loading continues to be in excess of the supply.

TENANT farmers occupy 49.6% of the farm lands of Kansas, according to a recent report made public by state officials at Topeka.

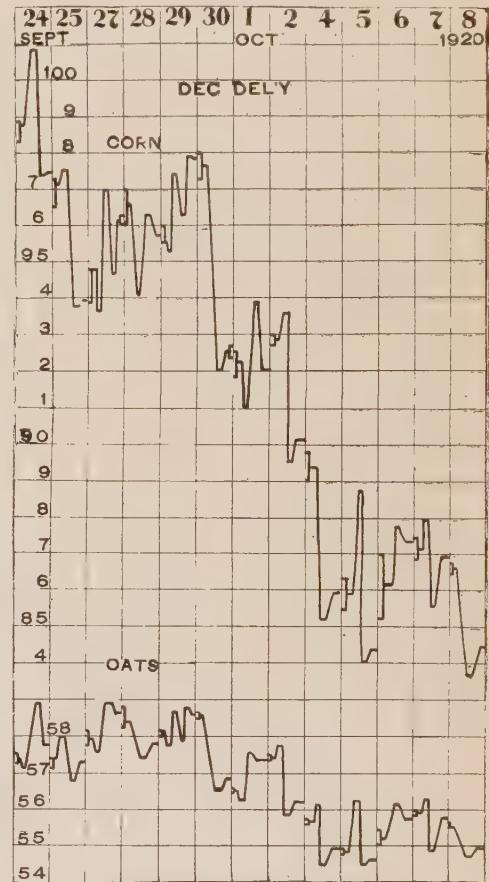
CORN BELT LOCATION is dependent on the inclination of the earth's axis, according to J. W. Redway. His explanation of the theory follows: The fact that corn is a more prolific crop in the zone that includes Kansas and Nebraska than in the tropical regions is because of the obliquity of the sun's rays at the 40th parallel. That area actually receives a much larger number of heat units per day during the growing season than do the tropical regions where the sun is more directly overhead. Corn is a plant requiring a steady warmth and much of it. The warm days of the 40th parallel are followed by warm nights. Within the tropics the days are not warmer and the nights are colder than in Kansas during midsummer, and the corn plant responds to the condition.

The Man Who Wins.

The man who wins is an average man, Not built on any peculiar plan, Nor blest with any peculiar luck— Just steady and earnest and full of pluck. When asked a question, he does not "guess"; He knows, and answers "No" or "Yes." When set a task that the rest can't do, He buckles down till he's put it through. So he works and waits, till one fine day, There's a better job with bigger pay; And the men who shirked whenever they could Are bossed by the man whose work made good. For the man who wins is the man who works, Who neither labor nor trouble shirks, Who uses his hands, his head, his eyes— The man who wins is the man who tries. —From "The Morse Dry Dock Dial."

Chicago Futures

Opening, high, low and close on corn and oats for the December delivery at Chicago for two weeks past are given on the chart herewith.



Daily Closing Prices.

The daily closing prices of wheat, corn and oats for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.

	Sep. 27	Sep. 28	Sep. 29	Sep. 30	Oct. 1	Oct. 2	Oct. 4	Oct. 5	Oct. 6	Oct. 7	Oct. 8
Chicago	223 1/2	223	224 1/2	216	211 1/2	207	195	189 1/2	199 1/2	198 1/2	193 1/2
Minneapolis	226 1/4	225 5/8	228 1/4	220 1/2	216	214 1/2	200	193 1/2	203 1/4	205 1/2	200 1/4
Duluth	223 3/4	224 1/4	227 3/8	219 1/2	215 1/2	210 1/2	199 1/2	195 1/2	193	193	193
St. Louis	223	222	225	216	211 1/2	207 1/2	195 1/2	190	199 1/2	198 1/2	194
Kansas City	218 1/2	217 1/2	221	210 1/2	207 1/2	203 1/2	191	184 1/2	195 1/2	195	188 1/2
Milwaukee	223 1/2	223	224 1/2	216	211 1/2	207	191 1/2	189 1/2	199 1/2	199	199
Winnipeg	231 1/2	231 1/2	233 1/2	225 1/2	220 1/2	217	204 1/2	198 1/2	205 1/2	206 1/2	202

DECEMBER OATS.

Chicago	58 1/2	57 1/2	58 1/2	57 1/2	57 1/2	56 1/4	54 1/2	54 1/2	55 1/2	55 1/2	54 1/2
Minneapolis	54	53 1/2	54 1/4	52 1/2	53 1/2	52 1/2	50 1/2	51 1/2	51 1/2	51 1/2	50 1/2
St. Louis	56 1/4	56	57 1/2	57 1/2	57 1/2	56 1/2	55 1/2	55 1/2	56 1/4	56 1/2	56 1/2
Kansas City	57 1/2	57 1/2	57 1/2	56 1/2	56 1/2	55 1/2	54 1/2	54 1/2	53 1/2	54 1/2	54 1/2
Milwaukee	58 1/2	57 1/2	58 1/2	56 1/2	57 1/2	56 1/2	55	54 1/2	55 1/2	55 1/2	55 1/2
*Winnipeg	71 1/2	71 1/2	71	69 1/2	69 1/2	68 1/2	67 1/2	67 1/2	68 1/2	68 1/2	67 1/2

DECEMBER CORN.

Chicago	96	95 1/2	97 1/2	92 1/2	92 1/2	90 1/2	85 1/2	84 1/2	87 1/2	86 1/2	84 1/2
St. Louis	96 1/2	95 1/2	97 1/2	92 1/2	92 1/2	89 1/2	85 1/2	85	87 1/2	87 1/2	84 1/2
Kansas City	89 1/2	88 1/2	91 1/2	85 1/2	86 1/2	82 1/2	78 1/2	77 1/2	80 1/2	80 1/2	77 1/2
Milwaukee	96 1/2	95 1/2	97 1/2	92 1/2	93	90 1/2	86	84 1/2	87 1/2	86 1/2	84 1/2

*October delivery.

Liquidation in Grains About Over.

There is every indication that the drastic liquidation that our markets have suffered is about over and that prices have declined more than they should. There is an oversold condition that will give us sharp reactions from time to time and purchases on all good breaks from now on, ought to net good results.

We doubt if December wheat can be held below \$2.00 for long, there is a big short interest that will have to be settled, which together with the good export and milling demand and the tendency of the country to hold their wheat, is almost bound to give us some interesting markets before the end of the year. The attitude of the farmer is most important—all of the surplus of wheat in this country will be wanted by Europe before another crop. Should we depreciate the value of our wheat just because we have a superabundance of other grain? The farmer says "No" and we believe he will win out if he adheres to his present resolves to hold for a better price.

Still no killing frost, our corn crop is surely made and estimates of the crop are being increased materially. The trade have been badly scared, country dealers who have had old corn, have had to take severe losses, no one dares to back up an opinion and business has fallen off to a point that clearly indicates a change in conditions is at hand. There is nothing that one can base a bullish opinion on, but there is one sure thing, don't let what has happened frighten you and go short on this break. Present prices of old corn as well as for the new crop, when figured back to the farmer of the big corn belt, means a price well below the present cost of production. No one ever made any money selling corn below its cost of production, while fortunes have been acquired by those who had the foresight to buy and hold corn when it could be secured below its production value.

Oats are holding their own and are now considered cheap. At present levels it appears that they can advance very easily with a moderate demand. The South have not been very good buyers of late, in fact there is a tendency to wait until market is more stable. The public as well as the farmer generally overstay the market. We expect demand to come at once from all directions. Everyone trying to guess the bottom—it looks like that bottom is almost reached.—W. H. Perrine & Co.

Barge Canal Fleets.

The Transmarine Corporation of Newark, N. J., is operating fleets of modern steel barges on the New York State Barge Canal, and in a recent report says:

"At present the canal division of the line carries freight between Port Newark and New York to the western terminus of the Erie branch of the canal system at Buffalo. At this port the company has a private dock and warehouse for the storage of 'spot shipments,' and this terminal has been equipped with modern electrical devices to facilitate the rapid discharge of cargoes. Eastbound freights can be quickly transferred from lake steamers to the canal barges and, if the shipments are bound for Cuban or South American ports, the barges can be made fast at the Newark terminal or alongside of the steamers and unloaded by cranes and cargo booms.

"The time made by the fleets has been very creditable, each unit averaging eight days in moving between the Hudson River and Lake Erie. These units consist of four barges of 400 tons dead weight each, towed by a steam tug, the fleet moving as much as could three trainloads of fifty cars with a minimum of twelve tons in each car. The markers and buoys in the various lakes and rivers are suf-

ficient to safeguard the boats while in transit and the upkeep of the canal in general reflects much credit upon its management. The manner in which the fleets are lifted from one level to another by the locks is, from the standpoint of time and efficiency, exceptionally good."

Cost of Growing Wheat.

A Missouri farmer, H. J. Kleinschmidt of Higginsville, has sent the Missouri State Board of Agriculture a statement showing the average cost of his 1920 crop of wheat to have been \$2.19 per bushel.

Mr. Kleinschmidt has kept absolutely accurate and correct record on twenty acres of wheat planted in the autumn of 1919 and harvested this year. All labor was hired, mostly under contract at the lowest wages he was able to secure, on a monthly basis mainly, being experienced help with farm teams and machinery supplied by the parties doing the work.

These figures, which develop the actual cost per acre, do not make any allowance for "profit," and show a total cost of \$32.93 per acre, allowing for land rent. The wheat produced 15 bushels per acre, showing \$2.19 per bushel net cost delivered at the railroad station. Bear in mind that this is an "actual cost" figure, without allowing for any percentage or margin of profit.

However, wheat can not always be sold on the basis of the cost of producing it, supply and demand in the world's markets must control.

Horse Use Going Up While Feed Comes Down.

There is clearly a substantial gain in horse breeding throughout the important horse producing states, as shown by the returns of stallion and jack owners in the competition for prize money of the Horse Ass'n of America. Prizes aggregating \$100 were offered by the Horse Ass'n to the stallion and jack owners reporting the largest number of mares bred to one stallion or jack between April 1 and Sept. 1. There are upward of fifteen thousand stallion and jack owners in the United States, and a great many certified reports of the season's breeding were received.

At the National Belgian Breeders Show at Waterloo, Iowa, September 27th to October 2nd, optimism regarding the future of good draft horses was very marked. Grant Good, of Ogden, Iowa, reported the sale of 114 head of purebred stock from farmers in his immediate community between Dec. 10, 1919, and June 16, 1920. This is a noted Belgian breeding district and 113 of the horses were Belgian, one a Percheron. Eighty of the horses were sold into Canada, and the remainder to various points in Missouri, Iowa and states west.

The average on the 114 head was \$835 each; all ages were represented, from suckling colts up to mature horses. As a result, \$95-190.00 cash was poured into this one little neighborhood from the sale of surplus horses raised therein.

Some of the special demand for horses is prompted by the falling prices of oats and feeding stuffs, but even under 1919 conditions, good horses furnish the most efficient, reliable and economical source of motive power for field work on farms and for short hauls in cities within the working radius of a horse.

TOTAL AREA under cultivation in Lithuania in 1919 was only 10% less than in 1914. According to the American Consul, the producers are pluckily continuing their work in spite of their farm machinery and farm animal shortages.

HONDURAS CORN will make only one-fourth of a crop because of the unusually heavy rains this year, reports Consul Donald.

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8 $\frac{1}{4}$ x 13 $\frac{3}{4}$ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$3.75

Form 43XX—400 Pages, \$5.50

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.

If you have a good thing

Tell the Grain Dealers—They'll do the rest—

Advertising is the quickest and best way—but it must be the right kind of advertising.

If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.

Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

GRAIN DEALERS JOURNAL
305 So. La Salle Street, Chicago, Ill.

New Sec'y Northwest Grain Dealers.

The Northwest Grain Dealers Ass'n, having its headquarters at Winnipeg, Man., and composed of the grain elevator operators of Western Canada, has employed M. Snow as sec'y in place of Frank O. Fowler, who has resigned after many years of service.

Mr. Snow, a portrait of whom is given herewith, is a native of Scotland who came to Canada in 1880 and engaged in farming, for many years in Manitoba and later at Wolse-



M. Snow, Winnipeg, Man.
Sec'y N.-W. Grain Dealers Ass'n.

ley, Sask. He was one of the organizers of the Grain Growers Ass'n at Indian Head in 1900, which later made recommendations leading to the passage of the Canada Grain Act now in force. He acted as assistant to C. C. Castle, warehouse commissioner, until the office was merged with the Board of Grain Commissioners. Since 1911 he has represented the Board at Winnipeg.

SHORSTAGE of the 1919 South African grain crop has materially increased the cost of living in that country. Wheat suffered the most with a production of 5,967,000 bus., compared with a production of over 10,000,000 in 1918. In spite of the smaller production farmers received nearly as much for their products as they did in normal years because of the high prices. South Africa is not intensely farmed. Of the 229,300,000 acres available for farming only about 14,000,000 acres are cultivated. Persons engaged in agricultural pursuits in South Africa total slightly over 450,000.

Encouraging Production of Kanred Wheat in Texas.

Kanred wheat has proved so satisfactory that the Sun Grain & Export Co. of Guthrie, Okla., has started a novel plan to increase production of Kanred in Logan County. The company is distributing Kanred seed wheat among members of boys' wheat clubs of Logan County.

The wheat is not sold to the boys, but enough is given them to plant a small plot on the condition that they exhibit one peck of the crop at one free fair and exhibit one peck at the Logan County fair in 1921.

If the boys have a crop they are to return two bushels of wheat to the Sun Co. for each bushel taken for seed. The company agrees that half the wheat returned shall be used to start some other boy to raising Kanred. The other half is to be sold. Half the sale price is to be used as prizes at the fairs at which the wheat is shown. The other half is to be used to repay the Sun Co. for money originally expended for the seed.

No Claim After Cancellation.

Lancaster Commission Co., St. Louis, Mo., plaintiff; v. Mangelsdorf Seed Co., Atchison, Kan., defendant, before Arbitration Com'ite No. 4 of the Grain Dealers National Ass'n, composed of G. E. Patteson, W. T. Hale, Jr., and B. E. Clement.

This is a claim for loss of profit on one car of corn screenings sold by Mangelsdorf Seed Co. to Lancaster Commission Co. as per exchange of telegrams March 29, 1920.

It is shown that the car of screenings was sold by sample and the loss is claimed by reason of the failure of the screenings to equal sample submitted.

There is no provision in the rules of the Grain Dealers National Ass'n requiring the seller to guarantee the buyer's profit on any transaction. Plaintiff was justified in rejecting the screenings which in no sense conformed to sample, and his remedy under Rule 10 was to buy in, cancel or extend the defaulted contract and notify the seller of his action.

Nowhere in the correspondence does it appear that plaintiff either bought in or extended the contract, and his telegram of April 1 reading "Car inspected, nothing like sample sold by advise disposition" can only be construed as a cancellation. No demand was made for replacement.

Having thus slept on his rights in the transaction the plaintiff is barred from making any further claim. The committee, therefore, finds for defendant and assesses charges against plaintiff.

THE BRITISH BREAD subsidy which costs \$218,993,000 annually is to be gradually abolished before April 1, 1921, cables Commercial Attache Page. At present a 4-lb. loaf of bread sells for 26c after being subsidized to the extent of 10c. Six cents of the 10c subsidy will be abolished some time in October according to the British Chancellor of the Exchequer.

Revised B/L.

As provided in Supplement No. 9 to Consolidated Freight Classification No. 1, there becomes effective on Oct. 10, in Official Classification Territory and in Western Classification Territory, a revised form of domestic B/L. The revision is for the purpose of making the terms of the B/L coincide with the provisions of the recent Transportation Act, and to change some of its Conditions to bring them in line with recent Court Decisions.

The most important change in the revised document is the elimination of Section 2 of the conditions, which provides that the basis of claim shall be the value at point of shipment, etc. Under the decision of the United States Supreme Court in the McCaul-Dinsmore case (May 17, 1920), this clause was held to be in conflict with the provisions of the Carmack-Cummins Amendment, and damages were awarded on the basis of value at destination.

Copies of the Revised Form of B/L are not available, and if they were, it would be impossible to secure a general distribution of them in time to be used on Oct. 10. The present forms of B/L may be continued in use, provided that beginning Oct. 10th, 1920, there is stamped in ink across the face of each B/L the following endorsement:

"The conditions of this B/L are amended by Supplement No. 9 to Consolidated Classification No. 1 effective October 10, 1920, or subsequent reissues thereof, as filed with the Interstate Commerce Commission and State Commission, and to the extent to which they are inconsistent with such amendments they are superseded thereby."

It will be noted that the new form is prescribed for Official and Western Classification Territories only; Southern Classification Territory is not affected.

A. P. Husband, sec'y of the Millers National Federation, calls attention to the fact that the Interstate Commerce Commission now has under consideration further changes in the form of domestic B/L. It is well, therefore, to keep in mind that when available (perhaps in three weeks) the revised form may be subjected to further changes in the near future. For this reason it is suggested to those members who print their own forms that they exercise care in placing orders for the new form, in order that waste may be avoided in the event of further changes being ordered.

ELLIS DRIERS

We have perfected a small steam operated drier known as the Ellis Sahara Drier which is particularly adaptable to elevators and mills using water, electricity or gas power. This machine has all the advantages of our larger driers operating on high pressure steam. On account of labor and material conditions, delivery is very slow, and we urge your prompt consideration.

The Ellis Sahara Drier is not a "Direct Heat Drier" in any shape, manner or form. Ask for catalog G-26.

The Ellis Drier Company

332 So. La Salle Street
CHICAGO, ILL.

CIFER CODES

Use a good Telegraph Cipher Code, Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will reduce your tolls one-half. Its 150 pages of bond paper contain 14,910 expressions for present-day terms, and no two of them are near enough alike to cause confusion. Bound in flexible leather. Price, \$3.00; Book paper, board cover, \$1.50.

Robinson Cipher Code with 1912 and 1917 Supplements for domestic grain business. Bound in flexible leather, price \$2.25; cloth, \$1.75.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$18.00.

Miller's Code (1917), for milling and flour trades, 3 1/2 x 6 inches, 77 pages, \$2.00.

Riverside Code, fifth edition, for millers and flour dealers. Bound in flexible leather, 228 pages, \$3.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price \$12.50.

Cross Telegraphic Cipher Code, for provision and grain trade. 145 pages, bound in flexible leather, \$2.00.

Your Name in gilt letters stamped on front cover of any of the above books for 35 cents extra. Any code upon short notice.

GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

The GRAIN DEALERS JOURNAL.

Rot Cutting the Yield of Illinois Corn 15%.

Thin stands, weak stunted plants, barreness, leaning, broken stalks and reduced yields are some of the results of rot infection in corn according to James R. Holbert, pathologist, Office of Cereal Inspection, Buro of Plant Industry, U. S. Dept. of Agri.

He states that after investigations at the Illinois experiment stations covering nearly 15 years, those in close touch with the situation feel that rot infection is on the increase and is reducing the yield of Illinois corn by 15%. A row of badly diseased corn between two healthy rows is shown in the engraving here-with.

Advising control of the pest Mr. Holbert says: Selection of seed in the field should be made before the first killing frost so that the normal ripened and disease ripened ears may be distinguished from each other.

It is best to take only the matured ears of medium size, from upright sturdy plants whose stalks and portions of the leaves are still green and whose ears are supported at a convenient height on strong, sound shanks. Ears from leaning, broken stalks and ears with slightly rotted shanks from erect stalks are likely to be rot infected.

Wilted and prematurely dead stalks also commonly bear diseased ears.

Experimental plots have proved that seed corn taken from the stalks and shanks having these symptoms will give greatly reduced yields.

Selection of seed from apparently healthy stalks in a hill where the other stalks are diseased should be avoided.

In order to get enough seed ears from which to get the very best seed it is advisable to gather about 5 times as many ears as are needed for the next year's planting. This will allow for shrinkage, discarded ears, butt and tip shelling, grading, etc.

Seed ears after being selected in the field should be handled and stored so that they will dry thoroly and uniformly. When the moisture content of the corn is allowed to remain high, harmful organisms may grow into the ears and infect them. Because of this it is necessary and important that ears be kept dry and well ventilted.

CEREAL ACREAGE for the year 1919 was reported by the Bulgarian Government, Buro of Statistics, as follows: Wheat, 1,704,287 acres; rye, 451,015 acres; oats, 305,040 acres; and corn, 845,172 acres. The production from this acreage is reported as; Wheat, 962,112 tons; rye, 164,860 tons; oats, 107,226 tons; and corn, 985,296 tons.

Seeds

MINNEAPOLIS, MINN.—The Armstrong Seed Co. has succeeded the W. H. Bofferding Co.

GRAND JUNCTION, COLO.—I opened a seed business in this city recently.—William Uttermann.

SAN FRANCISCO, CAL.—The office of the Chatterton & Son, recently opened at this city, is in charge of D. G. Westbrook.

OLNEY, ILL.—The Schultz Seed Co. has purchased part of the stock and fixtures of the Dave Peck Seed Co. at Evansville, Ind.

DAVE PECK, formerly of the Dave Peck Seed Co., Evansville, Ind., is now connected with the S. M. Isbell Co., Jackson, Mich.

C. S. SHEFFIELD, formerly with the Twin Cities Trading Co., Minneapolis, Minn., contemplates making his home somewhere farther west.

THE WING SEED Co. of Mechanicsburg, O., purchased part of the Dave Peck Seed Co. stock. This company contemplates opening a retail branch in Evansville.

A PURE SEED law for Indiana will be discussed at the annual meeting of the State Federation of Farmers Ass'ns, which will be held at Indianapolis on Nov. 16.

IDAHO SEED growers are planning to form a seed growers ass'n thru which they can pool their stocks of clover, alsike and alfalfa seed to get better marketing conditions.

JOHN T. OXLEY, formerly with the Nebraska Seed Co., and previous to that in the seed business on his own account at Garden City, Ill., will re-enter the seed business at Marion, Ia.

MARINETTE, WIS.—The Marinette Seed Co. recently purchased a plant which will be completely remodeled into a seed warehouse and be equipped with a complete line of seed handling machinery. This site is on the C. M. & St. P. and will give direct shipping facilities over that road.

TOLEDO, O.—William R. Hadnett, who killed himself, as stated in this column Sept. 25, had had no financial reverses, as erroneously supposed. Ill health, which had been undermining his system for some years, culminated in what is now believed to have been softening of the brain. In justice to himself, his children and his remaining business partners in the Crumbaugh-Kuehn Co. it should be known that his mad act was a consequence of temporary mental aberration.

SIGOURNEY, IA.—The Barnes Seed Co. has purchased an old elevator located along the C. M. & St. P. tracks. It is to be completely dismantled and the material will be used by the company in building an elevator that will be an addition to their seed warehouse.

FLAXSEED PRODUCTION in Lithuania has increased from 25,000 tons in 1913 to 34,000 tons in 1919. This increase is remarkable when one realizes that since the war there has been an acute shortage of all kinds of farm animals and machinery.

THE MINNESOTA Crop Improvement Ass'n, whose duty is to better the variety and purity of seed sown in the state of Minnesota, will hold its annual fair in the near future. The com'ite on Northwest Development recently appointed a subcom'ite in charge of Pres. C. C. Massie of Northrup King & Co. to try to get Minneapolis dealers interested in securing better varieties of grain to finance the fair in Minneapolis.

SEED crop acreage of all kinds has been on the decrease in Denmark. Last year clover was the only seed crop to show an increase in excess of the 1919 acreage. According to the Danish Government Agri. adviser, clover planted in 1920 amounted to 4,219 acres, compared with 3,307 acres in 1919. Grass seed acreage decreased with all other seed or crops, there being 36,383 acres sown in 1920, compared with 40,059 acres sown in 1919.

SUNFLOWER SEED demand in the western provinces of Canada has been on the increase, according to the information received from various Canadian seed dealers. Western Canada farmers have been increasing their acreage devoted to sunflower production because of the work done by the Natural Resources Branch of the Canadian Pacific R. R. This department in experiments showed that sunflower silage was better than corn as a butter fat and milk producer.

TOLEDO, O.—Receipts of clover seed here have been extremely light; not because of the size of the crop, but more on account of the fact that dealers here have not been willing to pay what shippers thought was really a fair price for off grades. As we have said before, general conditions are such that the average dealer does not feel like loading up on off grades, as there is more or less danger in hedging same with futures. Crop news has been mixed. We have had quite a number of favorable reports from the central states, and some unfavorable. Summing up our reports, it looks like the crop would not meet earlier expectations because of so many fields having been allowed to go to hay and others not filling well.—J. F. Zahm & Co.



A Row of Badly Diseased Corn Between Two Healthy Rows in an Experimental Plot.

F. R. FREEMAN, for many years with the Crawfordsville Seed Co., Crawfordsville, Ind., is now a partner in the business.

WAPAKONETA, O.—We expect to use the building of the Home Milling Co. that we recently purchased as a general storage place for field seeds and seed potatoes. A general line of feedstuffs will also be carried. Flour milling will be discontinued, but the feed grinder will be retained to accommodate the local trade.—E. R. Kuck, general mgr., Ohio Seed Co.

CLOVER SEED is nearly down to pre-war prices. Inflation has been knocked out of it. Last spring it was \$36.75. Now it is so cheap that there are few to do it reverence. October receipts will tell the tale. What kind of a reception will they receive? Will large dealers load up or continue timid? Bulls are relying upon the probable larger spring demand to put prices over \$20 later. Farms need seed and farmers can afford to be generous in seeding. Speculation is quiet. Fluctuations moderate. How did the crop turn out in your section? Will farmers sell freely? They did in wool, corn and oats.—C. A. King & Co.

LANSING, MICH.—In spite of a short crop Michigan beans are selling lower than at any time since 1914. Deliveries by the growers have been exceptionally light as they are keeping the beans on the farms instead of selling. Michigan beans are the cheapest beans on the market today and are now being sold where California Whites and Kotinashis have been used exclusively during the past two seasons. Beans are a pioneer food and as lowering wages and unemployment increase the consumption of beans should increase.—Chatterton & Son.

A CONVENTION of the American Ass'n of Port Authorities was held Sept. 30, Oct. 1 and 2 at Chicago, Ill.

From the Seed Trade.

TIMEWELL, ILL.—There is considerable timothy and red clover in this section. The farmers are holding for better prices.—Timewell Farmers Co-op. Co.

WAPAKONETA, O.—The yield of clover this year is one bushel of seed per acre at the best. There was a shortage of hullers in the state this year. Most farmers are holding off selling their seed waiting for higher prices. Alfalfa acreage increased slightly this year. What alfalfa is grown is strictly for hay. No alfalfa was cut for seed this year.—E. R. Kuck.

CRAWFORDSVILLE, IND.—The clover crop looks fine thruout Indiana and over a large part of the clover area. From reports we have had from threshing, it is turning out very well. We look for a large crop. There is practically no timothy in this state. What was produced this year is of low quality. This condition as to quality prevails over the entire timothy belt.—A. E. Reynolds, pres., Crabb's Reynolds Taylor Co.

ST. LOUIS, MO., Oct. 4.—I just returned from a trip thru the principal timothy seed producing section of Iowa. Some farmers sold their seed early, but in most of the section have not sold freely and still hold considerable seed. From information secured most of the best quality seed has been picked up and the seed still held by farmers is medium and poor quality. This is hardly wanted at this time by seed dealers at any price. There is a larger percentage of poor quality seed this year than for several years, because farmers cut their meadows too early, also threshed seed before it was fully cured. This caused the seed to hull more than usual. Continued rains caused the seed to darken in the shock before it was threshed. The seed market is dull and easy. Local dealers are not interested in making bids to arrive or even in buying to arrive, unless at a cheap price. Re-

ceipts have been sufficient to supply the local demand and 1. c. 1. lots are selling to better advantage than c. l. lots, as the fall season is fast approaching to a close and dealers do not seem to be inclined to stock up very heavily now, preferring to wait until spring before buying. Clover has been lower and easier here during the past few days. From reports received there has been a large crop hulled and sections which have shipped in seed for several years will have sufficient to supply their local demand next spring and probably have a small surplus. Practically no business is being done as yet on new crop sunflower seed. The crop in this territory is reported to be one of the largest ever produced and the quality is good. Farmers and dealers in the producing section are holding for a higher price than foreign seed can be bought for at this time and demand is also very limited, the large users of this commodity buying sparingly, being of the opinion that they will soon see a much lower market. Sunflower is in line for a drop in price.—Kellogg-Huff Commission Co., by Chas. H. Appel, Asst. Sec'y.

Seed Movement in September.

Receipts and shipments of seeds at the various markets during September, compared with September, 1919, were as follows:

	Receipts— 1920.	Shipments— 1919.	Receipts— 1920.	Shipments— 1919.
FLAX SEED.				
Chicago, lbs... 68,000	39,000	1,000		
Milwaukee, lbs 61,905	13,740	.....	1,500	
TIMOTHY.				
Chicago, lbs... 8,075,000	13,191,000	3,075,000	6,301,000	
Milwaukee, lbs 90,000	124,358	30,000	59,000	
Toledo, bags... 1,671	7,308	6,823	7,516	
CLOVER.				
Chicago, lbs... 1,207,000	1,539,000	71,000	271,000	
Milwaukee, lbs 53,668	301,526	130,500	149,456	
Toledo, bags... 992	937	652	1,574	
OTHER GRASS SEED.				
Chicago, lbs... 5,871,000	2,751,000	588,000	1,297,000	

THE CANADIAN Trade Commission has practically ceased to exist now that many businesses are freed from governmental control.

SEEDBUREO QUALITY

NEW CROP CORN

will soon be moving. If you are not now using the Brown-Duvel Moisture Tester better get it at once. It will pay you to use the same machine as used by the Government and Inspection Departments.

Prompt shipment can be made on all equipment.

You will also find profitable

The Special Four-in-one Percentage Scale

Wheat, Oats and Corn Dockage Sieves

Weight Per Bushel Testers

(Our new easy-reading design)

Grain Triers for Wagon and Car Sampling

The Modified Sampler and Mixer

Cox Funnels

(For properly filling Wt. per Bu. Tester)

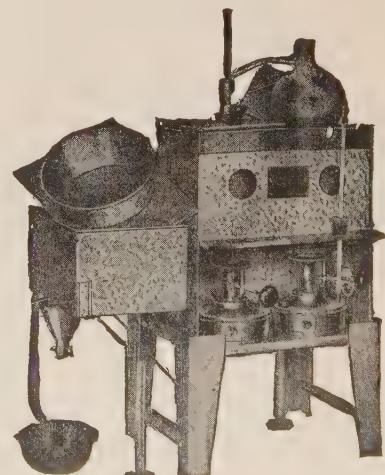
Don't Buy and Sell By Guess and By Gosh

Complete grain grading equipment Catalog No. 32 awaits your demand

SEED TRADE REPORTING BUREAU
619-623 Postal Telegraph Bldg.

Chicago, Ill.

The Official Brown-Duvel Moisture Tester



Patents Granted

1,353,330. **Bag Holder.** E. Erickson, Minneapolis, Minn. This simple bag holder consists of an arm which supports a rim for holding the bag. The rim contracts and expands and holds the sack with the aid of a binding cord.

1,354,016. **Grain Sampler.** Emil Boerner and E. H. Ropes, Washington, D. C. A handle is attached to a body made of a united back and body so as to form a recess. One of the sides of the body is of greater height than the other.

1,354,277. **Car Mover.** William Bock, Chicago, Ill. A fulcrum or support for the lever is made by a loosely clamped rail connection. The lever forms a collar for the support. At one end of the lever is a shoe for pushing the wheel of the car while at the other end is a handle for manual operation.

1,353,978. **Feed Mixer.** Leslie Veatch, Buffalo, N. Y. A conveyor brings the feed to this machine. Feed is handled in the mixing chamber or casing by two rotating blades. A means provides that the entire contents of the casing may be dumped. A relay bin is located underneath the mixer.

1,353,341. **Grain Scraper.** Edward Holden, Minneapolis, Minn. This is a scraper made principally of wood fitted with flanged metal. Hooks in the bottom of the scraper provide for it to be drawn or scraped where desired. Two directing handles are provided at the back of the framework of the apparatus.

1,353,874. **Bearing for Conveyor Rollers.** Peter C. Wego, St. Paul, Minn. This is a bearing within a conveyor roller end. The roller is supported on a frame as shown. The bearings are of ball type. All the bearings are enclosed in a container or cage. Balls are arranged in series and each series follows a grooved race of its own.

1,353,431. **Dust Collector.** James F. Sims, Kansas City, Mo. This is a dust collector in the form of a cone having inlet and outlet openings. The top of the cone consists of a branching tubular guard. A suction tube extends from the bottom of the cone to the guard. A means is provided for adjusting the guard branches.

1,354,394. **Automatic Rotary Weighing Scale.** This is a revolving automatic scale. It consists of a balancing frame, a support, receiving compartments, and a revolving element within the balancing frame. Radially arranged stops revolve and move vertically within the revolving element. Fixed stops regulate the raising and lowering of the revolving member.

1,353,841. **Portable Conveyor.** L. B. Neighbour, Moline, Ill., assignor to Deere & Co., McLine, Ill. This is an inclined conveyor mounted on a truck. A hopper and a carrier conduct the material to the conveyor. A connection between the truck and the carrier allows the carrier to move when the truck is moved without disturbing the operation of the entire apparatus.

1,353,856. **Gravity Grain Separator.** Anna Schluenke, Fargo, N. D. A hopper at the top directs grain to an inclined chute contained within a frame. This chute ends about half way down the frame. End of chute is upturned. Below the upper chute is a space followed by two more chutes, an upper and a lower. Grain and the separations pass into the divided chute at the bottom of the apparatus.

1,353,210. **Process of Making and Filling Bags.** A. M. Bates, Chicago, Ill., assignor to the Bates Valve Bag Co., Chicago, Ill. This machine consists of a spout leading from a receptacle containing grain, feed or other material that is to be loaded into sacks. A double roll of sack material closed at the edges is provided. The machine automatically pulls out material enough from the roll for one sack. The lower end of the material is clamped tightly. The upper part of the material is formed around a supporting tube. The amount of grain, feed or material to be loaded into the sack is then discharged into the sack material. After the discharge the bottom and top of the sack cloth is severed and sewed at the same time.

1,354,445. **Recording Device for Scales.** Angelo Caloiaro, Salt Lake City, Utah. This recording apparatus consists of a type arm mounted on a pivot, and a shaft mounted for rotation. The type are at one end of the type arm and the other end of the arm comes in contact with an operating pin. The type arm has a depending weighted arm to raise the type end of the arm. A means provided gives connection to the scale.

1,353,139. **Weighing Machine.** Ralph Bennett, San Jose, Cal. The weighing machine shown herewith is principally a hopper mounted on a scale. The two jaws which form the bottom of the hopper may be opened and closed by a mechanism provided. A conveyor is mounted over the scale and under the hopper. A receptacle rests on the conveyor under the jaws of the hopper. A mechanism is provided that holds the receptacle while the jaws of the hopper bottom are open.

1,353,335. **Grain Elevator.** E. E. Getz, Morton, Ill., assignor to the Meyer Mfg. Co., Morton, Ill. This is an elevator for the inside of the crib and adapted to be placed on one side of a driveway thru the crib. The elevator consists of a single leg. The boot for this leg includes a receiving receptacle. Elevating chains holding buckets travel over sprocket up one side of the leg and down the other side. A chute for discharging material into the boot is also provided. Patent No. 1,353,336, issued also to Mr. Getz, assignor the Meyer Mfg. Co., covers the same machine under the name of "elevator."

THE SOUTHERN RICE GROWERS ASS'N thru its general manager M. A. Eignus announces that 65% of the rice acreage of Texas, Louisiana and Arkansas is under jurisdiction of the Ass'N. This Ass'N recently came into prominence by cutting the price of rice.

THE GRADUAL recession from industrial expansion will bring a surplus of labor over the demand. Men released from one situation are still able to find new occupation without great difficulty, it is true, but with the present heavy production, the increasing cheap imports, and the rising volume of immigration, already 5,000 a day, it is only a matter of time before the arrival of lower wages, lower prices, and other evidences of the general reaction. Tight credit with accompanying difficulty in handling and holding grains, and a general recession of commodity prices, will doubtless eventually have depressing effects on grain markets. It must be remembered, however, that liquidation in non-essentials will be of some aid to staple products, and that consequently the effect on the latter may be protracted over a long period.—Rosenbaum Brothers.

Grain Carriers

THE ERIE R. R. recently denied the report that from 5 to 10% of its shop employees would be laid off.

THE ANNUAL meeting of the National Industrial Traffic League will be held in New York, N. Y., on Nov. 18 and 19.

THE ERIE announces that it is receiving 25 new box cars daily, and will continue to get that number until it has received 2,000 cars.

INDIANA commodity rates were raised 10 per cent effective Oct. 1 by the state public service commission to conform to the Illinois rates.

WATER being thrown on the burning docks at Galveston, Tex., on Oct. 1, damaged 253,000 bushels of wheat aboard the anchored vessel, Etna.

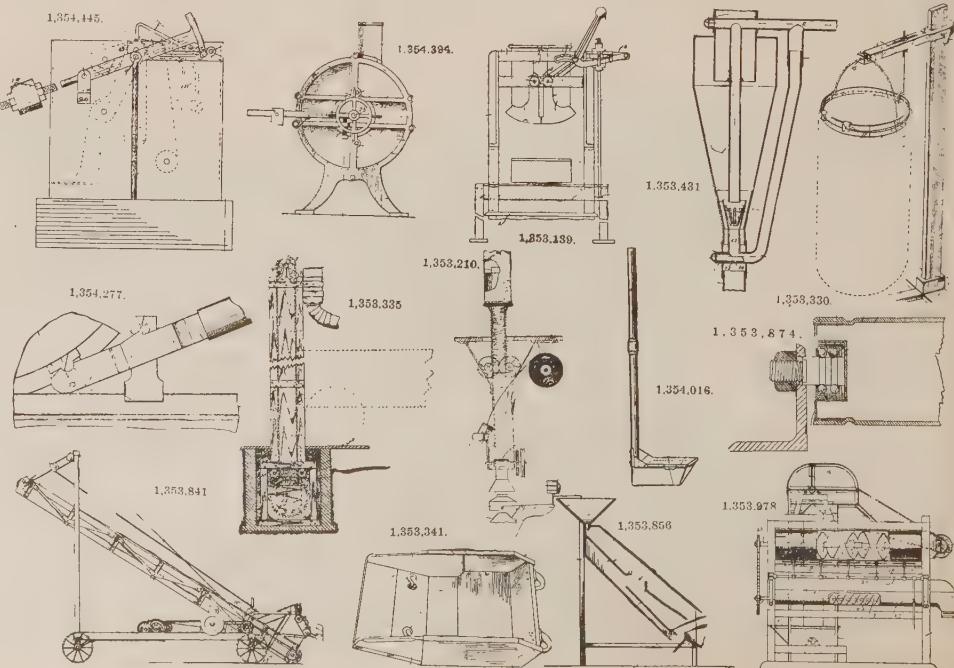
THE PENNSYLVANIA Lines announce that the bad order cars on its lines on Sept. 1 amounted to 8,700 compared with 26,000 cars in bad order on March 1.

CONFLICT of federal and state authority over the increased rail rates in the state of Nebraska will be the subject of a hearing to be held at Lincoln, Neb., on Oct. 25 by the Interstate Commerce Commission.

CANADIAN RAILWAY employees who do not operate the trains, such as clerks, freight handlers, yard masters, etc., have been granted a general wage increase amounting to 25%. The increase will be retroactive from May 1.

"SPEEDING up the average daily box car movement from 23½ miles to 26 miles since the roads have returned to their owners is equivalent to adding 200,000 new cars to American carriers," says Robert S. Brinkard, ass't sec'y Ass'n Ry. Executives.

BOX CAR requirements continue to exceed the supply at all points, especially heavy traffic centers. Grain loading in the west is considerably below last year. While there are some indications of a tendency to withhold shipment in anticipation of possible higher prices, the demand for cars for immediate loading is greatly in excess of the supply. Cars are being moved west in volume, both loaded and empty, although surplus previously available in the east and south is practically exhausted.—Car Service Division, American Railway Ass'n.



THE INTERNATIONAL Joint Waterways Commission will conduct a hearing at Minneapolis, Minn., on Oct. 27 and 28.

"EXPORT of grain thru New Orleans no longer requires a permit," is the advice of the Illinois Central to its shippers.

BAD ORDER cars on the Illinois Central on Sept. 6 amounted to 6.54% compared with 8% of their cars in bad order on Jan. 1.

BALTIMORE switching was practically normal during the week ending Sept. 11, reports the Baltimore Car Service Com'ite, Amreican Ry. Ass'n.

FREIGHT cars loaded with grain on all roads during the week ending Sept. 4 amounted to 41,853 cars compared with 47,182 cars loaded during the corresponding week in 1919.

THE UNITED STATES Shipping Board has reduced the number of its employes from 11,706 to 8,482 and at the same time reduced its annual payroll from \$22,299,676 to \$16,769,304.

EFFICIENCY of railway workers during and since federal control is only 75% of their pre-war efficiency, according to Vice-Pres. W. W. Atterbury, of the Pennsylvania Lines, basing his figures on the production per hour.

THE INDIANA Public Utilities Commission on Sept. 27 ordered a 33 1/3% increase in class rates; a 10% increase in commodity rate; a 16% increase in iron and steel articles and a 16% increase in live stock rates to become effective Oct. 1.

THE NATIONAL INDUSTRIAL Traffic League held its special fall meeting at Louisville, Ky., on Sept. 1 and Oct. 1. Over 300 persons were on hand. A report of the business transacted and the resolutions adopted appears elsewhere in this number.

"GOVERNMENT CONTROL of the carriers increased operating expenses, largely destroyed the morale of employees and thru wage disputes greatly affected the carriers' operating efficiency," is part of an address made recently by Samuel M. Felton, pres. of the Great Western.

FRENCH SAILING vessels suitable for grain loading, laid up in French ports all during the war, are again back in service. The French sailboat Buffon, which recently cleared from Portland with wheat, was the first French sailboat to clear from that port since 1914.

TEXAS TRAFFIC will move at all times in the future if the bill authorizing state control of rail and port strikes is signed by the governor. The bill, which has been passed by both houses of the Texas legislature, provides for the use of state rangers to keep all lines of commerce open during strikes.

NEBRASKA'S STATE law allowing shippers a dollar a day on cars unnecessarily delayed in transit in that state has been declared unconstitutional by the Nebraska Supreme Court. The court based its decision on the fact that the law provided for a fixed penalty as well as for actual damages. An Omaha concern had filed the suit against the Burlington for the recovery of this allowance.

THIRTEEN ASS'NS were represented at a hearing held before the Oklahoma Corporation Commission recently at which car distribution rule "C. C. S. 10" was discussed. The commission asked that each of the ass'ns in attendance appoint one member to a com'ite whose work will be to draw up a recommendation that will interpret the clause in the rule that reads "available for prompt shipment."

SPECIFIC INSTANCES of Nebraska car shortage have been asked of Omaha bankers by the director of service, Interstate Commerce Commission. The Nebraska bankers had previously wired the I. C. C. about the box car situation in Nebraska. I. C. C. records show a large delivery of cars to the western roads and also show a heavy movement of corn. Nebraska bankers want to know the whereabouts of these cars.

SUMMARIZING THE TRANSPORTATION situation in various sections of the country from information received from 900 field representatives, Franklin K. Lane, former sec'y of the Interior and at one time a member of the Interstate Commerce Commission, says: "Transportation conditions are improving everywhere and a substantial reduction in the freight car shortage is reported in every district except in the Rocky Mountain States, in the Southwest and in the district including Kentucky, Tennessee, Alabama and Mississippi, altho an improvement is noted in the latter district."

BOX CAR DISTRIBUTION on the St. L. & S. F. was the subject of a complaint filed with the Interstate Commerce Commission by the Hobart Mill & Elevator Co. of Cold Water Springs, Okla. The complainant alleged that the carrier used undue prejudice in distributing grain cars to its elevator at Cold Water Springs in comparison with nearby points. In advising dismissal in a tentative report of the case, Examiner Money of the Commission said that at the time of the complaint no systematic rule of distributing cars was in force. Now that better rules have been established complainant is satisfied.

DEMURRAGE RULES in effect prior to Dec. 1, 1919, provided that demurrage charges run from the first 7 a. m. after the receipt of cars from a switching line. In the rule now in effect demurrage runs from noon after receipt. These old rules in operation on the C. & G. W. were the cause of a complaint filed with the Interstate Commerce Commission by the Washburn-Crosby Co. The complainant declared when cars were loaded on the switching line after 4 p. m. that this rule was unreasonable. In a tentative report Examiner Disque advises reparation be paid the complainant on the basis of the existing rule on shipments moving between Feb. 22, 1918, and Jan. 17, 1919.

THE MERCHANTS EXCHANGE Ass'n of Portland, Ore., has sent a letter of protest to the Oregon Public Service Commission on the practice of the carriers charging the shipper with the marked capacity of the car instead of charging him with the capacity of car ordered. The protest follows in part: The railroads will file shortly supplements permitting grain to be mixed with grain products to extent of one-third of the entire shipment. In so far as we have been able to develop, no consideration was given present minimum weights on grain, nor were representative grain dealers consulted nor gave testimony, therefore we take this opportunity of asking your honorable body to call a hearing at an early date, preferably in Portland, for a thoro discussion and investigation of the matter.

THE FARMERS were told to hold their wool when it was 50c higher, the cotton grower to hold his cotton for \$42, and it is now \$20 lower, and again they have been told to hold their wheat for \$3. Will their advice not meet with the same fate? While the American farmer was advised, and many took the advice, to hold his wheat, what do we find? The Canadian farmer selling his wheat, not only abroad, but here in America virtually making the price for our wheat and letting those who, in our opinion, were ill-advised "hold the bag." Our advice under prevailing conditions is for the farmer to sell his wheat and hedge it if he feels it will sell higher. We are bearish on wheat.—Riordon, Martin & Co.

PRICE REGULATIONS of Swedish flour ended when the Swedish flour monopoly was dissolved on Sept. 1. Since that date the millers have abandoned their policies of collective buying. A recent meeting of various Swedish grain dealers, growers and millers adopted a resolution asking the different agricultural ass'ns to take steps toward establishing the prices of various grains.

HESS

GRAIN DRIERS
CONDITIONERS

Moisture Testers
and Accessories

DOCKAGE SIEVES
and SCALES

EMERSON
KICKERS

Grain Testing and
Sampling Apparatus

Write for free booklet.

HESS WARMING &
VENTILATING CO.

907 Tacoma Building
CHICAGO



Kill Rats

NEW WAY

In France the World's greatest laboratory has discovered a germ that kills rats and mice by science. Absolutely safe. Cannot harm human beings, dogs, cats, birds, chickens, or pets. Quickly clears dwellings and outbuildings, with no offensive after effects. It is called Danysz Virus.

Get our free book on rats and mice telling about VIRUS and how to get some.

H. P. Virus, Ltd. 121 West 15th Street, New York

Mention
This
Journal

When you write to
any of our Adver-
tisers; you'll get a
prompt reply.

Feedstuffs

MILWAUKEE, Wis.—The Ladish Milling Co. recently installed a 120-ton track scale.

ATTICA, N. Y.—The Thompson-Boyce Feed Co. has leased the feed plant of Chesbro Brothers.

CAPE GIRARDEAU, Mo.—The Albert Withers Flour & Feed Co. was recently incorporated for \$10,000.

LIBERTY, Mo.—The Henderson Supply Co. has purchased the feed business of Watkins and Peters.

MIDDLEFIELD, O.—Sperry Bros. contemplate replacing their feed store that recently burned with a modern feed warehouse.

PHILADELPHIA, PA.—The Cereal Products Co. has been incorporated for \$2,000,000 by T. L. Croteau, A. M. Hooven and S. E. Dill.

SELLING SHORT on middlings at a loss and selling short on bran at a gain was reported as a recent practice of some of the Minneapolis brokers.

T. V. HARRINGTON, Minneapolis, Minn., for many years with the A. A. Beltz Feed Co., has gone into the feed business in Minneapolis on his own account.

ELI SMITH, in the feed business at Arthur, Ill., for 24 years passed away at his home recently at the age of 65. He is survived by a widow and two children.

THE SHAMROCK BUCKWHEAT MILLING CO., which was recently incorporated at Black River Falls, Wis., will handle feeds as well as manufacture buckwheat flour.

MINNEAPOLIS, MINN.—The section of the Fruen Cereal Co. plant that was recently destroyed by fire is now being replaced with a two story building 56 by 60 ft.

DOWNING, Wis.—The Downing Feed Milling Co. is the name of the consolidation of the feed business of J. S. Bickell and the machinery business of W. H. Phinney.

LITTLE ROCK, ARK.—The Brown & Oglesby Cash Feed Co. recently moved into its new warehouse, from which feed for all the company's 10 retail stores will be distributed.

NEW ORLEANS, LA.—Penick & Ford have registered a design containing the head of a bull and the word "Durham" as their trademark No. 132,554 to be used on molasses feed for livestock.

LOUISVILLE, Ky.—The feed plant of the Standard By Products Co. recently called a nuisance by the Louisville health authorities because of the vile odors around the plant, was burned. Loss is estimated at \$30,000.

SIoux CITY, IA.—The Alfalfa Products Co. recently filed a voluntary petition in bankruptcy. Assets are listed at \$118,039 and liabilities at \$76,475. The company operates a feed manufacturing plant at North Riverside.

ALFALFA INTERESTS of the state of Montana recently formed the Montana Alfalfa Ass'n at Helena. The ass'n intends to foster the alfalfa industry and will also attempt to eradicate some of the pests that destroy the alfalfa crop.

CANFIELD, O.—The C. H. Neff Supply Co. was recently incorporated for \$225,000 by C. H. Neff, J. E. Pitts, L. J. Hunter, D. J. Hunter, D. H. Owen and W. F. Procter. The company intends to handle various kinds of feeds.

C. L. CARRIER, operator of a feed business at Sherburne, N. Y., for many years, has sold out to E. C. Beechwood. Mr. Carrier many years ago helped organize the old New York Feed Dealers Ass'n and later was pres. of the New York Retail Feed Dealers Ass'n that was absorbed by the Eastern Federation of Feed Merchants. Mr. Carrier has made no announcement as to his future plans.

MILWAUKEE, Wis.—The Jersey Cereal Food Co., which purchased the rolled oats plant of the Morrow Milling Co. on May 1 has completed extensive improvements and is now operating to full capacity. The improvements cost approximately \$100,000.

BUFFALO, N. Y.—The Co-op. League Federation of Syracuse has bot the elvtr. and malt house of the Fleischman Malting Co. and will install new machinery for the manufacturing of mixed feeds. It will have a capacity for 30 carloads of feeds daily.

MELBA, Ida.—The Canyon Alfalfa Products Co. has been incorporated with a capital stock of \$4,000. Erection of an alfalfa meal mill at this station is contemplated. Incorporators are Lee Newland, C. R. Keim, C. M. Tucker, C. P. Deramus and M. B. McDowell.

MILWAUKEE, Wis.—T. W. Parry formerly sec'y-treas. of Smith-Parry & Co. has built a feed manufacturing plant in Milwaukee which he will operate on his own account as the Parry Products Co. The plant will be ready for operation within a short time.

ARCOLA, ILL.—We have purchased a building in East St. Louis, Ill., and have opened up offices and warehouse at 8th and Trendley streets for the distribution of our feeds and will operate it in conjunction with our feed mill at Arcola, Ill.—J. M. Ernst & Son, per Ralph G. Ernst.

THE OHIO SEED Co., which recently took over the plant of the Home Milling Co., announces that milling of flour is to be discontinued, but that the grinding and handling of feed will be continued. The mill buildings will be used as a store house for field seeds and seed potatoes.

KANSAS CITY, Mo.—The site chosen for the new \$7,500,000 plant of the Corn Products Refining Co. is 75 acres located along the Missouri River at North Kansas City. Ground already has been broken for the foundations of some of the buildings. When completed this plant will be the largest single industry in Kansas City.

KANSAS CITY, KAN.—The Miller-McConnel Grain Co. has been incorporated with a capital stock of \$60,000. Officers are Van Roy Miller, pres.; C. C. McConnel, vice-pres., and A. R. Logan, sec'y. The company incorporated under the laws of Missouri will have its general office and mill in this city. A wholesale grain and feed manufacturing business will be conducted.

A SOLID MOLASSES train carrying 300,000 gallons of Cuban molasses valued at approximately \$100,000 recently was run from Key West, Fla., to Memphis, Tenn., a distance of over 1,400 miles. The train, which covered the distance in five days, is the first solid trainload of Cuban molasses known to have been shipped. Most of the molasses was consigned to various Memphis mixed feed manufacturers.

THE NORTHWESTERN FEED Co. was recently incorporated for \$400,000 and will operate feed plants at Madison, Wis., and at De Forest, Wis. The storage plant which will be erected at Madison will cost approximately \$167,530. An elevator will be erected at De Forest. When completed the plant will turn out various kinds of dairy and chicken feeds. Officers chosen for the new company are: Pres. H. P. Brown; sec'y, A. P. Gasser, and treas., H. B. Patten.

GEORGE A. CHAPMAN, in the feed department of the Quaker Oats Co. for over 15 years, has given up his position to become vice-pres. of C. U. Snyder & Co., Chicago. Mr. Chapman is well known in feed circles, for besides being with the Quaker Oats Co., he helped organize the American Feed Manufacturers Ass'n and was three times pres. of that ass'n. Mr. Chapman is the second old employee of the Quaker Oats Feed Department to leave within a month, F. R. Johnson, a buyer, having recently gone with F. W. Brode & Co.

THE MUTUAL MILLERS & Feed Dealers Ass'n is to hold its annual convention at Olean, N. Y., on Oct. 22. The ass'n originally planned to meet on Oct. 15. The newly chosen date will not conflict with the date of the meeting of the Grain Dealers National Ass'n at Minneapolis.

LOUISVILLE, Ky.—The plant of the Standard By-Products Co., which manufactures various dairy feeds, has been declared a nuisance and a detriment to the public health by the health department of Louisville. The plant recently ceased operations pending the outcome of an investigation of the plant by the health officials. No announcement has been made as to the future policies of the company.

NASHVILLE, TENN.—We take possession of the Rex Mills we recently purchased about Nov. 1. This is a mixed feed plant and will be operated under the name "Hermitage Mills," a new corporation, of which C. D. Jones is president. This business will be entirely separate from Charles D. Jones & Co. No additions of any kind are to be made, as the plant is fully equipped with all the necessary machinery.—The Hermitage Mills.

DENVER, COLO.—The Mountain States Mixed Feed & Feed Yard Co., now under construction, will be ready to manufacture mixed feed in large quantities about the first of the year. Contract for the motors, transformers, electrical power equipment, transmissions and special machinery has been awarded to the Stearnes-Rogers Manufacturing Co. Speaking of the plant the Stearnes-Rogers Co. says: "When finished this plant will be the largest and best equipped of its kind in this part of the country."

FEED CONCERNs registered under the Minnesota Feedingstuffs Act up to Aug. 1 totaled 902. Under this new act a feed inspection department was established in Minnesota in charge of a chemist and various inspectors. All feed now sold has to be registered with the Feed Inspection Department as well as carry a tag showing an analysis of the feed. The tag also must bear the signature of the inspection department to show that it has been properly registered. The department is now so organized that every town in the state with a population over 200 will be inspected at least once a year.

MEAT CONSUMPTION in the United States decreased 8 lbs. per capita in 1919, according to Dr. J. R. Mohler, Buro of Animal Industry, U. S. Dept. of Agri.

Will Investigate Heating of Mixed Feeds.

The recent conference in Chicago between mixed feed dealers from all parts of the country and representatives of the Buro of Safe Transportation of Explosives has resulted in that department planning a number of experiments with feeds.

The feeds which dealers at the conference said gave the most trouble will be investigated. All the work will be in charge of Chief Inspector Col. B. W. Dunn and Chief Chemist Dr. Biestle.

The experiments will be carried on at various feed plants thruout the country. It is planned to erect a number of bins, each bin then filled with a feed of a certain moisture content. Hourly recordings of the temperature of the various feeds will be made. The investigations will cover a number of weeks.

At the same time data will be gathered of the heat and moisture content of the various mixed feeds at different points in their manufacture.

Feed dealers in all parts of the country will assist Col. Dunn and Dr. Biestle in this work by conducting many experiments of their own.

Col. Dunn recently expressed his appreciation of the willingness of the feed dealers to co-operate in the work.

Adulteration and Misbranding.

Under the food and drugs act the following judgments were rendered recently in the United States District Courts for the Buro of Chemistry:

The Beaumont Rice Mills, Beaumont, Tex., was charged with shipping 400 sacks of misbranded rice bran into the state of New York. Misbranding was charged because labels on the sacks stated the contents weighed 143 lbs., whereas the contents did not weigh 143 lbs. The Grandin Milling Co., Jamestown, N. Y. claimant consented to the decree and a judgment of condemnation and forfeiture was entered. The court ordered the feed released upon execution of a \$500 bond.

The Cameron Cotton Oil Co. of Cameron, Tex., was recently charged with shipping cotton seed cake and cotton seed meal from Cameron, Tex., into the state of Kansas in violation of the Food and Drugs Act. The labels stated that the cottonseed cake contained protein, not less than 45% and crude fiber not more than 10%, also that the cottonseed meal contained not less than 43% protein. Analysis by the Buro of Chemistry showed that the cake contained only 41.18% protein and 11.45% crude fiber and that the meal contained only 39.25% protein. The defendant entered a plea of guilty and the court imposed a fine of \$25.

The Louisiana State Rice Milling Co. was charged with shipping 4,400 sacks of rice bran into the state of New York, misbranded because the labels on the sacks stated the weight of the contents to be 143 lbs., whereas the weight of the contents was less than 143 lbs. The claimant, The Grandin Milling Co., Jamestown, N. Y. consented to a decree and a judgment of condemnation and forfeiture was entered. The court ordered that the feed be delivered to the claimant upon the execution of a \$75 bond.

The International Sugar Feed Co. No. 2, Memphis, Tenn., was charged with shipping adulterated and misbranded dairy feed into

the state of Arkansas. Adulteration was charged because rice hulls had been mixed and packed with the feed. Misbranding was charged because the label on the feed claimed the following composition: Cracked corn 5%; clipped oat by-products 55%; alfalfa meal 10%; cottonseed meal 5%; molasses 24%; salt 1/2%; and crude fiber not more than 15%. Analysis by the Buro of Chemistry showed that the feed contained ether extract 2.75%; nitrogen 1.65%; ammonia 2.02%; protein 10.3% and rice hulls present. The claimant entered a plea of nolo contendere to the information and the court imposed a fine of \$50 and costs.

The Brazos Valley Cotton Oil Co. of Waco, Tex., was charged with shipping misbranded cotton seed meal and cake from the state of Texas into the state of Kansas. Analysis appearing on the labels stated that the products contained "protein not less than 43%". Analysis by the Buro of Chemistry showed that the cotton seed products contained 40.25% and 37.88% protein. The defendant company entered a plea of guilty to the information and the court imposed a fine of \$25.

SWEDISH crops of wheat, oats, corn, rye and barley are above the average.

"Assist the railroads—use motor trucks" is the advertising slogan adopted by a large motor truck manufacturer.

There is too much business information in the world and not enough business education. Education is information with a harness on.

Feedstuff Movement in September.

Receipts and shipments of feed stuffs at the various markets during September, compared with September, 1919, were as follows:

	Receipts— 1920.	1919.	Shipments— 1920.	1919.
Chicago, lbs.	44,949,000	64,205,000	81,776,000	87,032,000
Cincinnati, tons	1,830	870	.....	.....
Milwaukee, tons	3,250	7,230	19,417	35,055
Kansas City, tons	6,140	8,440	8,100	14,280
St. Louis, sacks	117,980	137,990	157,870	247,825

The Field of the Rural Motor Express.

In the whole history of transportation, of its three forms—ships, railroads and highways—the latter received the least attention until the motor truck came forward and supplied for the highways what the steam engine supplied for the railroads and waterways—rapid transit. As a result of the introduction of the motor truck, we are in a new transportation era—that of highway transportation, just as economically justified and just as sure of steady development, as the ships and railroads were in their early stages. In the face of the constantly increasing number of rural motor express routes in operation throughout the country, it is evident that the motor truck serves a field that is not satisfactorily covered by any other means of transportation.

Through the economies of the motor truck, expensive and inconvenient handlings and special packings of produce that are involved in shipping by rail, are eliminated. Goods are transported from the producer to the consumer more quickly and in better condition than is possible under present methods. The motor truck goes right out among the farmers, gets their produce, and brings it directly to the buyer in the city, without the loss of time on the part of the farmer to take it to the railroad station and on the part of the buyer to call for it at the terminal. The result is an actual saving in dollars and cents in transportation costs.

The convictions of grain buyers who have established rural express lines for hauling in the farmers grain would make interesting reading for other dealers having time and capital for side lines.

"One of the greatest needs of the nation is an open market where the old law of supply and demand is given free play" is part of a short talk given at Cleveland, O. by Governor Harding of the Federal Reserve Board.



Minneapolis "V" Type Bucket



Perfect Discharge
for High Speed

MODERN EQUIPMENT for the Elevator and Mill PROTECT YOUR ELEVATOR

Install a Gray's Automatic Shut-Off for Elevator and reduce the fire risk. Records compiled by the Flour Mill and Grain Elevator Insurance Companies show that 80% of all fires in mills and elevators start in elevators. The Gray Automatic Shut-Off will prevent an elevator choking from bin getting full or spout choking. Bulletin 115B on request.

CALL ON US FOR

Belt Conveyors, Screw Conveyors, Bucket Elevators, Elevator Buckets, Distributing Spouts, Power Shovels, Car Loaders, Car Pullers, Car Unloaders, One Man Elevators, Grain Driers, Rope Drives, Pulleys, Hangers, Bearings, Gears, Friction Clutches, etc.

WELLER MFG. CO.
CHICAGO
BALTIMORE
CLEVELAND

NEW YORK
BOSTON

PITTSBURGH
SALT LAKE CITY



Gray Automatic Shut-Off
for Elevator Leg

Supreme Court Decisions

Liability of Telegraf Co. under War Control.—A telegraf company cannot be held liable for negligence or delay in the delivery of a message at a time when its lines were in control of and being operated by the government under war legislation.—Amerson v. W. U. Tel. Co. U. S. District Court, Kentucky. 265 Fed. 909.

Liability for Failure to Furnish Cars Depends on Discrimination.—The liability of a carrier under Act March 11, 1899, Kirby's Dig. § 6408, for failure to furnish cars depends not so much upon the inadequacy of the facilities at his hand as on the failure to make those available to all similarly situated.—Dickinson v. Robertson. Supreme Court of Arkansas. 223 S.W. 12.

Negligent Delay by Carrier.—Defendant, in action for negligent delay in transporting shipment, having conceded the delay of 22 hours, the excuse that it was caused by preference given government shipment, even if good, must be proven conclusively to have caused the injury, else finding of negligent delay is justified.—Hunt v. Hines. Kansas City Court of Appeals, Missouri. 223 S.W. 798.

Buyer's Duty to Give Notice of Rejection.—On delivery to buyers of a carload of peanuts, buyers on rejection thereof because of defects were required to notify sellers of such rejection and the reasons therefor, and failure to do so would create a strong presumption that the peanuts measured up to the standard of the contract.—Henderson v. Holmes & Dawson. Supreme Court of Alabama. 85 South 536.

Agency of Bank Collecting Draft.—Rule of bank, that in receiving drafts it shall act only as agent for the depositor, applies only between the bank and its customer, and does not constitute the bank, which discounted drafts attached to a bill of lading, a mere agent of the owner as against an attaching creditor.—National Bank of Ashtabula v. Bradley. U. S. District Court, New York. 264 Fed. 700.

Validity of Contract for Future Delivery.—Civ. Code 1912, § 3421, making contracts for the future delivery of cotton, etc., void unless both parties bona fide intend a delivery, does not render inadmissible parol testimony that the contract for sale of cotton for future delivery involved in litigation was executed by plaintiff's assignor through an agent who was authorized.—Marlboro Cotton Mills v. O'Neal. Supreme Court of South Carolina. 103 S.E. 781.

Liability of Telegraf Co. under Federal Control.—A telegraf company was not liable for breach of contract made when it was under federal control under joint resolution of Congress of July 16, 1918 (U. S. Comp. St. Ann. Supp. 1919, § 3115½x), and the President's proclamation of July 22, 1918, though it did not disclose its agency for the government; the sender being chargeable with such knowledge.—Western Union Tel. Co. v. Glover. Court of Appeals of Alabama. 86 South 154.

Adding Descriptive Terms to Federal Grade.—Parties to a contract for the sale of corn in interstate commerce can, under the Act of Congress authorizing regulations governing the sale of grains in interstate commerce, add to the federal grade of the grain sold additional requirements that the corn should be choice and kiln-dried, and the seller cannot recover on tender of corn which did not meet those requirements.—Hayes Grain Co. v. Rea-Patterson Milling Co. Supreme Court of Arkansas. 223 S.W. 390.

Filing of Telegraf Co.'s Schedules with I. C. C.—Provisions limiting the liability of a telegraph company in case of an unrepeated interstate message to the amount paid for the message are valid under the federal decisions. First and second Cummins Amendments to Interstate Commerce Act (U. S. Comp. St. § 8604a) held without application to telegraf companies engaged in the transmission of interstate messages, applying only to carriers receiving property for transportation. It is not necessary for a telegraf company engaged in transmitting interstate messages to file schedules with the Interstate Commerce Commission.—Brewer v. Postal Tel.-Cable Co. Kansas City Court of Appeals, Missouri. 223 S.W. 949.

Warranty of Variety of Seed Wheat.—In an action for breach of warranty that wheat purchased for seed was a spring wheat variety, evidence that plaintiff's witness purchased some of the same lot of wheat, and it produced no crop, was properly excluded, because the conditions were not shown to be the same; though defendant's testimony that others sowed some of the wheat, and it produced a crop of the variety specified, was admissible.—Horn v. Elgin Warehouse Co., Elgin, Ore. Supreme Court of Oregon. 190 Pac. 151.

Use of Leased Wires Not a Special Franchise.—An association furnishing ticker service to subscribers by means of wires leased from a telephone company, and not itself owning any wires or other tangible property in or under the streets, was not exercising a special franchise subject to taxation, under Tax Law, § 2, subd. 6, defining "special franchises," as a special franchise cannot exist apart from the ownership of tangible property in the public domain.—People ex rel. Barron v. Knapp. State Tax Commission, Intervener. Supreme Court

Carrier Liable after Notice of Special Damages Due to Delay.—In an action against a common carrier for special damages on account of the loss of tomatoes because of delay in transporting crate material which was to be used in packing the tomatoes for shipment, the plaintiff should allege and prove that at the time of the shipment of the crate material the carrier had notice that special damages to the consignee would result from a negligent failure to transport the crate material with reasonable promptness.—Florida East Coast Ry. Co. v. Peters. Supreme Court of Florida. 86 South 217.

Connecting Carrier Liable for Negligence.—While the Carmack Amendment to the Interstate Commerce Act (U. S. Comp. St. §§ 8604a, 8604aa) gives a right of action against the initial carrier for loss of or damage to goods in shipment in interstate commerce, whether the loss of damage is caused by the initial or a connecting carrier, a suit may nevertheless be maintained against a connecting carrier, where it is shown that the loss or damage is occasioned by its negligence.—Southern Railway Co. v. Morris. 147 Ga. 729. 95 S. E. 284.—Southern Express Co. v. Turner. Court of Appeals of Georgia. 103 S.E. 802.

Effect of Failure to Object to Confirmation.—One of the parties to an oral contract, who receives from the other without making objection thereto a letter of confirmation undertaking to state its terms, where the circumstances are such that his assent is to be implied, cannot avoid the effect of any of the provisions of the writing on the ground that they differ from those of the oral agreement as pleaded by the adverse party, or relate to matters that were not mentioned therein. Under such a contract as that referred to in the foregoing paragraph, where after the seller's default the buyer gives written notice of an extension under such circumstances that the seller's assent thereto is to be implied, the resulting contract extending the time of delivery is supported by a sufficient consideration.—H. L. Strong v. Thurston & Son. Supreme Court of Kansas. 191 Pac. 575.

Claims for Reparation May be Assigned.—Though Interstate Commerce Act, §§ 8, 9 (Comp. St. §§ 8572, 8573), section 13, as amended by Act June 18, 1910, § 11 (Comp. St. § 8581), and section 16, as amended by Act June 29, 1906, § 5 (Comp. St. § 8584), relative to damages for violations thereof and awards for reparation, does not mention representatives or assigns of the person aggrieved, a claim for reparation is assignable, as the claim is for compensation and not for a penalty, and assignable in the absence of any expression of a legislative intent to the contrary.

A ruling of the Interstate Commerce Commission that in an award for reparation it would not recognize an assignment to a stranger to the transportation records treated as an administrative regulation constituted no limitation upon the jurisdiction of the commission, and might be disregarded by it. Assignments absolute in form of claims for reparation on account of excessive freight charges vested the legal title in the assignee, and entitled him to claim award of reparation and recover it by action at law brought in his own name for the benefit of the assignors, though the purpose of the assignment was not such as to vest him with the beneficial or equitable title.—Spiller v. S. A. T. & S. F. Ry. Co. Supreme Court of the United States. 40 Sup. Ct. Rep. 466.

Charging Unreasonable Price not a Criminal Offense Under Lever Act.—An indictment charging the making of an unjust and unreasonable charge for sugar sold at retail held not to charge a criminal offense, under Food Conservation Act Aug. 10, 1917, § 4 (Comp. St. 1918, Comp. St. Ann. Supp. 1919, § 3115½ff), which, while making certain acts unlawful prescribes no penalty for its violation, nor is any prescribed elsewhere in the act. A judgment convicting a defendant of a crime for which there is no statutory authority, although entered on a plea of guilty, and the fine imposed has been paid, is void.—Mossew v. United States. U. S. Circuit Court of Appeals. 266 Fed. 18.

Seller Not Released by Inability to Get Cars.—The seller's giving of mere excuse for non-delivery of grain sold by him, he stating that he could not get cars to load out the shipments, did not alter the essential terms of the bargain. Where contracts for the sale of grain as construed by the parties obligated the seller to furnish cars for the shipments, his inability to secure cars did not release him, in the absence of understanding that such contingency was to do so. Contract for sale of grain obligating the seller to furnish cars for the shipment was not mutually altered by the parties by the effort made by the buyer to get cars after the seller had tried to get them and failed.—Peirson-Lathrop Grain Co. v. Jas. R. Barker, Raymore, Mo. Kansas City Court of Appeals. 223 S.W. 941.

Elevator Fills Contract if of Specified Dimensions.—In this case it appears that defendant Donovan owned two lots in Mowbray, N. D., and in the year 1908 he contracted with the plaintiff to construct on said lots a grain elevator of specified dimensions, in accordance with plans and specifications, to be of 40,000 bushels capacity. Donovan agreed to pay for the same \$7,000, excess freight, \$240.27, and one sieve, \$20.50, making \$7,260.77. He has paid in all \$4,154.60. The balance due is \$3,106.17, for which judgment is ordered, with costs. The defense was that the elevator had not a capacity of 40,000 bushels. It is held: Particular descriptions qualify those which are general, that expressions of quantity must yield to particular descriptions; that descriptive words with definite and certain meaning, control the expressions of quantity.—Honstain Bros. Co. v. Linden Investment Co. Supreme Court of North Dakota. 177 N. W. 114.

Settlement of Default on Average Not Minimum Carload.—If a sale is of a carload of corn, no particular car being specified, damages for failure to deliver are to be assessed on the basis of the quantity which an ordinary car will contain, and the buyer is not confined to a recovery based on the minimum capacity of a car of corn. In an action for failure to deliver three carloads of corn, defendant claiming that plaintiff should be confined to a recovery based on the minimum capacity of a car of corn under the railroad schedule, a charge that "plaintiff is entitled to recover and you must fix his damages at the difference between the contract price and the price at which the plaintiff bought the corn," at place of delivery, held not reversible error, when taken in connection with the oral charge, which stated that plaintiff could only recover for the difference in price of what was the usual amount of corn that a purchaser by carload had a right to expect would come to him in a carload.—W. F. Covington Mfg. Co. v. Ferguson. Supreme Court of Alabama. 85 South 726.

Transfer of Title.—In an action for buyer's refusal to take a part of hay sold because of subsequent damage, parol evidence held proper to bring before the court all facts and circumstances characterizing the transaction culminating in the written agreement, not to alter or modify its terms, but to show what the characters "f. o. b." as used in the writing were intended by the parties to mean, and whether they were to control in determining whether the agreement was an executed or an executory sale. The fact that the seller of goods or commodities agrees to deliver the same to the purchaser at some point is not necessarily controlling in determining whether the parties intended that an immediate transfer of title should be effected. A contract for the sale of hay, containing the words "hereby sell," but providing that seller should deliver whenever buyer should arrange time therefor, and for payment of three-quarters of the purchase price almost immediately, held an executed contract, so that the title passed to the buyer.—Gianelli v. Globe Grain & Milling Co. District Court of Appeal, California. 191 Pac. 720. of New York. 183 N. Y. Supp. 750.

Books Received

OHIO FLOUR MILLS DIRECTORY for 1920 is an alphabetic list by cities with an additional list by counties giving railroad location, milling capacity, grain storage capacity and character of output, by-laws of the Ohio Millers Ass'n, rules for grading grain, state feedstuffs law and other valuable information, compiled by Frank H. Tanner, sec'y, Columbus, O.

THE HESSIAN FLY and How to Prevent Losses from It, is the subject of a booklet recently compiled by the Buro of Entomology. It estimates the average annual damage to American wheat alone at \$50,000,000. In stating that the destruction of the Hessian fly is largely preventable, the authors give a complete list of control and preventive measures. U. S. Dept. of Agri. Farmers Bulletin 1083. Paper 16 pages.

GRAIN AND FLOUR STATISTICS during the war are given in a book of tables compiled from information received weekly by the U. S. Grain Corporation from 21,490 country elevators, 10,105 mills and from the terminal elevators. The work, which is a supplement to last year's book on Grain and Flour Statistics, was published at the termination of activities of the U. S. Grain Corporation by Statistician, A. L. Russell U. S. Grain Corporation. Paper, 46 pages.

"BEHIND THE SCENES AT THE CHICAGO BOARD OF TRADE," is the title of an interesting illustrated booklet sent as a compliment of the Fort Dearborn Bank of Chicago. The booklet goes into detail about some of the things the outsider does not know of the workings of the Board of Trade.

The traders' sign manual used in consummating deals by signs across the grain pits, the telegraph and quotation service and blackboard marking, the inspection and sampling departments, and the cash grain department are all well described and illustrated. This is one of a series of booklets on Chicago industry, published by the Fort Dearborn Bank.

GRAIN ELEVATORS FOR THE UNION OF SOUTH AFRICA is the title of the report of

William Littlejohn Philip, consulting engineer appointed to report on the location and design of grain elevators to be erected in South Africa. Findings of the Railways and Harbors Board and a memorandum by General Manager of railroads, W. W. Hoy are also contained in the work. Mr. Philip recommends the erection of two port elevators to have a total capacity of 72,000 tons and also advises the erection of 71 country elevators having a total capacity of 160,200 tons. The Railways and Harbors board in its recommendations advises the erection of three port elevators to have a total capacity of 70,000 tons. The same board recommended erection of 62 country elevators to have a total capacity of 116,500 tons. Increased capacity advised by Mr. Philip was because the board's investigations were made in 1919 while Mr. Phillip's were made in 1920, a larger crop year. General Manager of Railways W. W. Hoy asks that the scheme of port and country elevators as outlined by Mr. Philip be adopted in principle. Mr. Hoy explains that the cost of the undertaking will total nearly 1,443,000 pounds. Approval of plans at an early date is also advised so that the elevators will be ready by 1923. Mr. Hoy suggests that box cars suitable for handling bulk grain be built so as to be ready when the elevators are completed. Published by the South Africa Railways and Harbors, Capetown, S. Africa. Paper, 70 pages.

WHEN the prop. of a grain business sells out the enterprise sometimes falls down.

NO PRE-WAR PRICES this year. Deflation will take time. The peak of last February did not occur till five and a half years after the war started. It is not reasonable to expect normal commodity prices this year. Prominent New York financier says situation cannot be greatly relieved until our taxation measures have been revised. Excess profit taxes penalize thrift and industry and leave the waster and shirker untouched. They discourage business and place the American business man at a disadvantage as against his European competitor. Present taxes are partly responsible for the high cost of living. It will take time to liquidate our war debt.—C. A. King & Co.

The Income Tax.
Money is tight and legitimate business finds it harder and harder to secure needed funds either by way of investment or loan. There are many reasons but the income tax is one of the big ones.

The theory of a graduated income tax is sound enough but it has its limit and that limit has been more than reached.

It is quite easy and extremely popular to say "tax the rich." But what we are actually doing now, is to tax the capital of the rich out of productive enterprises and into non-productive. As the law stands, a man with a \$20,000 income can invest in state or municipal bonds, non-taxable, at 4½% and with practically no risk, while to net the same rate of income any investment in industry or trade must yield him 5½%—to say nothing of the element of risk.

The man with \$50,000 income must receive 6½% from his productive investment in order to be able to pay his tax and yet net the 4½% that the non-taxable offers him. The \$100,000 income must earn 10½% and the \$500,000 income must earn 15% in order to net the sure 4½%, that the non-taxable state and municipal bonds pay.

Thus we see an outpouring of all sorts of state, county and municipal bonds and an orgy of public expenditures for "public improvements" which, however desirable, are not productive enterprises. We see hundreds of millions of dollars taxed out of business and into tax-free bonds. The end of that road is business disaster.

Unwise taxation must inevitably act as a brake upon business which will reduce production and hinder distribution. The excess profits tax and to a degree the higher schedules of the income tax are striking examples.—From an address by Wm. B. Colver of the Federal Trade Com'ns.

A FRENCH EMBARGO against the exportation of rice was canceled on Sept. 4.

The Construction That Defies Time

Vitrified tile is the ideal material for grain bins. It is fire-proof, moisture-proof, frost-proof and vermin-proof. Our special method of construction bracing block against block, makes a bin that is practically indestructible. Between each tier of blocks is a thick layer of cement re-enforced with a twisted steel bar.

Preston, Lansing Tile Grain Bins

will keep your grain in good condition. The dead-air spaces in each block afford protection against extremes of temperature. The tile finish makes a smooth wall inside and out—the grain settles better—the hard exterior defies wear and gives a beautiful appearance.

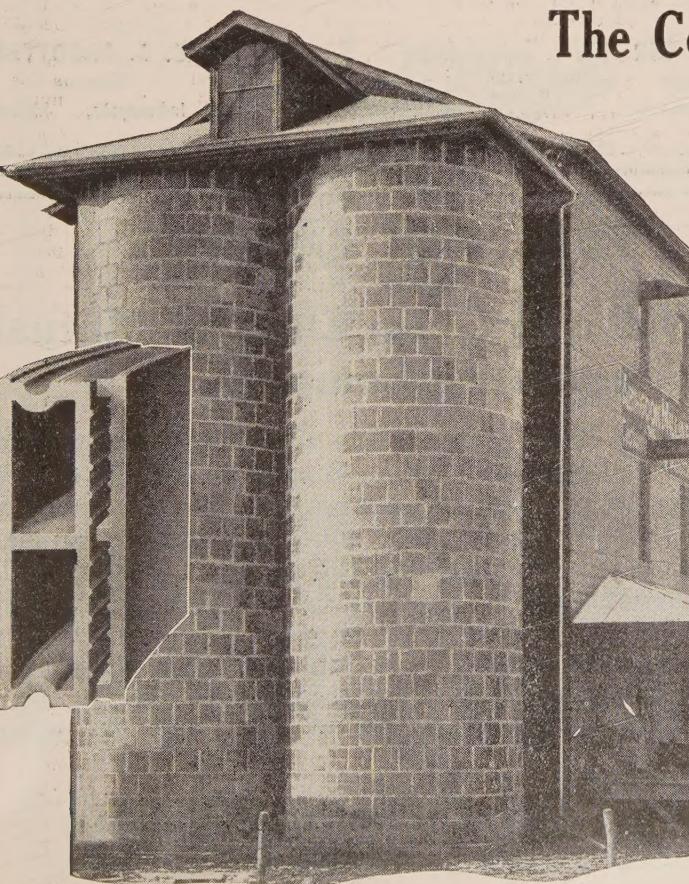
Preston-Lansing Tile Grain Bins cost little per year of service. No repairs, painting or shrinkage. Let us tell you the whole story. Write for catalogue and prices.

J. M. PRESTON CO.

Dept. 418

Factories at New Brighton, Pa.; Uhrichsville, Ohio; Brazil, Indiana, and Ft. Dodge, Ia.

Lansing, Michigan



Grain Bins of the Abingdon Milling Co., Abingdon, Va.

Supply Trade

JERSEY CITY, N. J.—The Joseph Dixon Crucible Co. has registered the word "Pioneer" as its trademark for graphite.

THE LEADERS of American advertising are the ones who have usually increased their advertising appropriations in times of stress.—*Printers Ink*.

NEW YORK, N. Y.—The B. F. Goodrich Co. has registered the word "Antelope" as its trademark No. 131,953 for use on fabric reinforced beltings, hose and tires. The word "Dirubco" as its trademark No. 131,957 for use on belting and hose, and the word "Elk" as its trademark No. 131,960 for use on rubber mechanical goods.

SOUTHERN PINE lumber has fallen a few dollars per thousand in price during the past two weeks. The *American Contractor* quotes 1x6 flooring in 8 to 20 ft. lengths at \$29 per thousand for No. 3 common. Ceiling that was \$32 is now \$29 for $\frac{3}{8}$ x4, No. 2 common, f. o. b. mill. Structural timbers that were \$47 are now \$44 for 6x12 to 8x12. The freight rate from the mill to Chicago is \$10.44 per thousand ft. on 1x6 flooring; \$6.53 on ceiling, and \$19.58 on rough timbers. To St. Louis, Cincinnati or Kansas City the freight is a little less.

BUILDING construction is much the same in the South as in the remainder of the country. It has practically come to a standstill because of being tied hand and foot by high prices and the unreliability and uncertainty of labor, high prices and scarcity of material, and the almost impossibility of financing any construction. The Sister Anne of Hope is sitting upon the housetop of expectancy scanning the distant horizon for that little cloud of dust which shall announce the stability of labor, the lowered costs of construction, the possibility of getting building material, and the loosening of credit, that are needed for the resumption of activity in this great and important industry.—Chamber of Commerce Press Bulletin.

MEMBERS of the Millers National Federation have been advised by Sec'y A. P. Husband with regard to the Bobbitt Dust Collector patent as follows: "It appears that a large number of millers may be innocently infringing upon this patent, and the Bobbitt Dust Collector Co. is serving notice to all such users of infringing machines that settlement will be made upon terms exceedingly reasonable. As the matter can best be handled by an organization, we suggest that members who are using Dust Collectors of this description, which may be considered as infringement of the Bobbitt patent, write this office at once, indicating the number of such dust collectors they have in use, name of machine, date when purchased and from whom purchased. With this information in hand we will endeavor to secure an organization of those affected by the granting of this patent."

ADVERTISING today is a necessity and an asset. The time has arrived when the manufacturer and the merchant must carefully figure advertising cost and carry it in his budget as an expense just as essential as rent or labor, properly charging it against each product and article. Advertising has been hurt by emotional appropriations, by spasmodic flares. For instance, some men still advertise only when they have spare money and never put out a line when times are dull and they need business! The amount and nature of advertising is to be planned with the production scale. Only then can we stabilize manufacturing, merchandising and advertising. The manufacturer or merchant who is advertising sanely today is not only laying the foundation for greater business for himself, but is selling the public on his industry. His

success will be the guide post for his competitors, and the post will always read, "Advertise."—*Edward N. Hurley*.

CHICAGO, ILL.—The Link Belt Company is now ready to distribute its 32 page book No. 345 entitled "Link-Belt Silent Chain Drives for Cement Mill Equipment." Page 9 gives reasons why this drive is ideal for operating Conveyors, Elevators, Lineshafts, Quarry-Hoists, Kilns, Dryers and bag filling machines. These reasons are substantiated by succeeding pages which show many drives in actual operation. Managers, Engineers, Superintendents and other officials will find it to be a very interesting and valuable book. Copies will be sent on application to the Executive Offices of the Link-Belt or any of its branch offices.

"THE COUNTRY does not like the present taxation system. The Excess Profits Tax is in bad favor everywhere. Opinion is divided, however, as to a substitute. In the East and Central West, sentiment runs strongly for a sales tax, but elsewhere, opinion as to a substitute is divided.—Franklin K. Lane.

ITHACA, MICH.—The bean crop is now being harvested under favorable conditions. There is still plenty of time for damage by rain. Our Gratiot County which is in the central part of the state and the largest bean producing area will have a normal bean crop.—The Ithaca Roller Mills.

AN INDUSTRY and immigration department was recently organized by the N. P. R. R. in charge of E. F. Benson, commissioner of the state of Washington, who is an authority on agriculture and immigration. The purpose of this department will be to assist various commercial organizations in promoting enterprises for development of the northwest. Mr. Benson will take up his new duties on Oct. 1.

Insurance Notes.

PROTECTION OF SHINGLE roofs from fire by the application of various kinds of paints has been the subject of an investigation conducted by the U. S. Bureau of Mines. One of its findings was that a paint "loaded" with talcum has certain fire resisting qualities.

INDUSTRIAL ACCIDENTS are on the decrease is the report of an insurance company that makes a practice of handling accident policies. Out of 600,000 workers insured the fatal accident rate in 1919 was 1.08 per 1,000, compared with a fatal accident rate of 1.27 per 1,000 in the five years ending 1919.

COLD FROSTY DAYS of October bring that old fire hazard, the office stove, back on the job again. A large percentage of the country elevator fires last winter came from that source. As a precaution against preventable fires, insurance companies ask that dealers use plenty of sheet iron protection around the office stove and also ask that the dealer make an inspection of the office chimney to see that there are no places thru which sparks can fly.

ELEVATOR INSURANCE premiums based on weekly accounting of the fluctuating grain values was the subject of a discussion at a recent meeting of the Western Union at Niagara Falls, Ont. The governing com'ite suggested that this scheme be used in writing the insurance of companies operating a single elevator as well as for the companies operating more than one elevator. The com'ite complained that the practice of offering this service to the company with several elevators and denying it to the company with one elevator was unfair and discriminatory. A special com'ite appointed to further investigate the matter will make a report in the matter in a short time.

THE RUSH SEASON Don't let down on Fire Prevention during the rush season. This is just the time of the year you need your elevator, and a little extra care may prevent it from burning.

Wire us when you want grain insurance. You will be satisfied with the "Grain Dealers Way."

C. R. McCOTTER
Western Manager
Omaha, Nebraska

FIRE EXPLOSION WINDSTORM AUTOMOBILE



C. A. McCOTTER
Secretary
Indianapolis, Indiana

THE RECORDS OF THE Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from overfeeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

Mutual Fire Prevention Bureau
OXFORD, MICHIGAN

The GRAIN DEALERS JOURNAL.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary
Write for information
Regarding Short Term Grain Insurance

What have you? FOR SALE

An Elevator
Machinery
Seeds

Do you want?

An Elevator
Machinery
Position
Partner
Seeds
Help

Grain Dealers Journal CHICAGO, ILL.

has 6,000 readers who would like
to know. Tell them thru a "For
Sale & Want" Ad. Costs 25 cents
per type line.

Advertising must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

You Can Not Afford to Be Without Fire Protection



Our 50 gallon Metal Fire Barrels will save you any worry. Complete with 3 buckets hung on hooks and submerged in anti-freeze solution ready for instant use.



Write for full particulars to

CARBONDALE CALCIUM COMPANY CARBONDALE, PENN.

Organized 1902

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

LUVERNE, MINN.

We are now returning 60% of the Deposit Premium. Average return for 18 years 50%.

Automatic Grain Insurance is 100% protection, write for information.

E. H. MORELAND, Secretary

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$65,068,859.89 Cash Surplus \$822,093.71

H. B. SPARKS, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

Three Unusual Insurance Policies

Mortality Live Stock Policies

pay the owners of valuable or blooded live stock for losses caused by death from any cause. They cover horses, mules and cattle.

Ask for details.

FRANK M. BOYD, Gen'l Agent
39 So. La Salle Street
Chicago, Ill.

Mill and Elevator Insurance

is designed to give protection both against fire and against the losses caused by fire to property used in the handling of grains and seed crops of the country.

Address

H. W. DONNAN, Supt.
39 So. La Salle Street
Chicago, Ill.

Transit Live Stock Policies

protect the shippers of cattle, hogs and sheep against losses caused by the hazards of transportation to market. The rate is based on kind of animal and distance.

Ask for particulars.

R. W. WEST, JR., Gen'l Mgr.
39 So. La Salle Street
Chicago, Ill.

Hartford Fire Insurance Co.

39 SO. LA SALLE STREET, CHICAGO

Find Out How Little It Will Cost to Get a Link-Belt Silent Chain Drive to Fit Your Conditions

For your convenience in getting a quotation on a Link-Belt Silent Chain Drive for that troublesome transmission in your mill or elevator, fill out the coupon and mail it to us. Our experienced engineers will determine the correct drive for your purpose and mail complete information and the cost of the drive.

Link-Belt Silent Chain is 98.2% efficient (on actual test). It is positive, runs on long or short centers, and "Safety First" protection is provided by our patented dust-proof and oil-tight casings.

Write for our Link-Belt Silent Chain price-list data book No. 125, showing how to figure drives and determine prices yourself. Write today for a copy.

LINK-BELT COMPANY

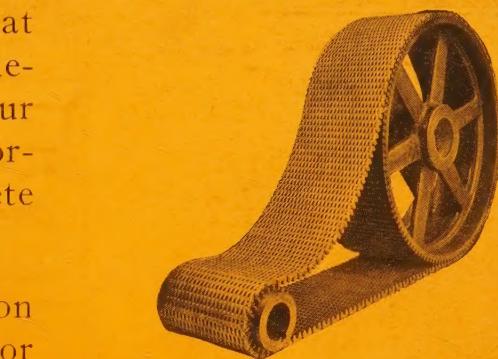
PHILADELPHIA

New York..... 299 Broadway
Boston 9..... 49 Federal St.
Pittsburgh..... 1501 Part Bldg.
St. Louis..... Central Nat'l Bk. Bldg.
Buffalo..... 547 Ellicott Square
Wilkes-Barre..... 2d Nat'l Bk. Bldg.
Huntington, W. Va. Robson-Pritchard Bldg.
Cleveland..... 44 Kirby Bldg.
Detroit..... 4210 Woodward Ave.
Minneapolis..... 418 S. Third St.
Birmingham, Ala..... S. L. Morrow, 720 Brown-Marx Bldg.

CHICAGO

Kansas City, Mo..... 306 Elmhurst Bldg.
Seattle..... 820 First Ave., S.
Portland, Ore..... First and Stark Sts.
San Francisco..... 168 Second St.
Los Angeles..... 163 N. Los Angeles St.
Toronto, Can..... Canadian Link-Belt Co., Ltd.
Denver..... Lindrooth, Shubart & Co., Boston Bldg.
Louisville, Ky..... Frederick Weile, Starks Bldg.
New Orleans..... C. O. Huz, Hibernia Bank Bldg.
Charlotte, N. C..... J. S. Cothran, Com'l Bank Bldg.
Baltimore, Md..... S. L. Morrow, 720 Brown-Marx Bldg.

INDIANAPOLIS



Link-Belt Company 910 S. Michigan Ave., Chicago, Ill. (Date) _____

Please send us quotation for a Silent Chain Drive to operate. _____
We give the following to enable you to figure closely:

Maximum H-P to be transmitted _____

Dis. from center to center of shafts _____

Diam. of shaft

DriveR	DriveN
--------	--------

Revolutions per minute

Max. Wheel Diam.

Max. Whee. Width
(Space on Shaft)

Split, Yes or No

Key Seat

Is the load steady, or intermittent as with pumps? _____

Is the chain used in a clean or dirty place? _____

Is the chain subject to shock? _____

How many hours per week will it operate? _____

What percentage of time at full load? _____

Are there means of adjusting centers? _____

If there is a longitudinal float or movement, give amount _____

If to replace belt, other chain or gears, describe same _____



Indicate Position of Drive
and Direction of Rotation

Mark DriveR wheel "R"

Mark DriveN wheel "N"

Draw line showing relative position of floor

Name _____

Street Address _____

Town and State _____

Please send us literature on the Link-Belt Silent Chain Drive